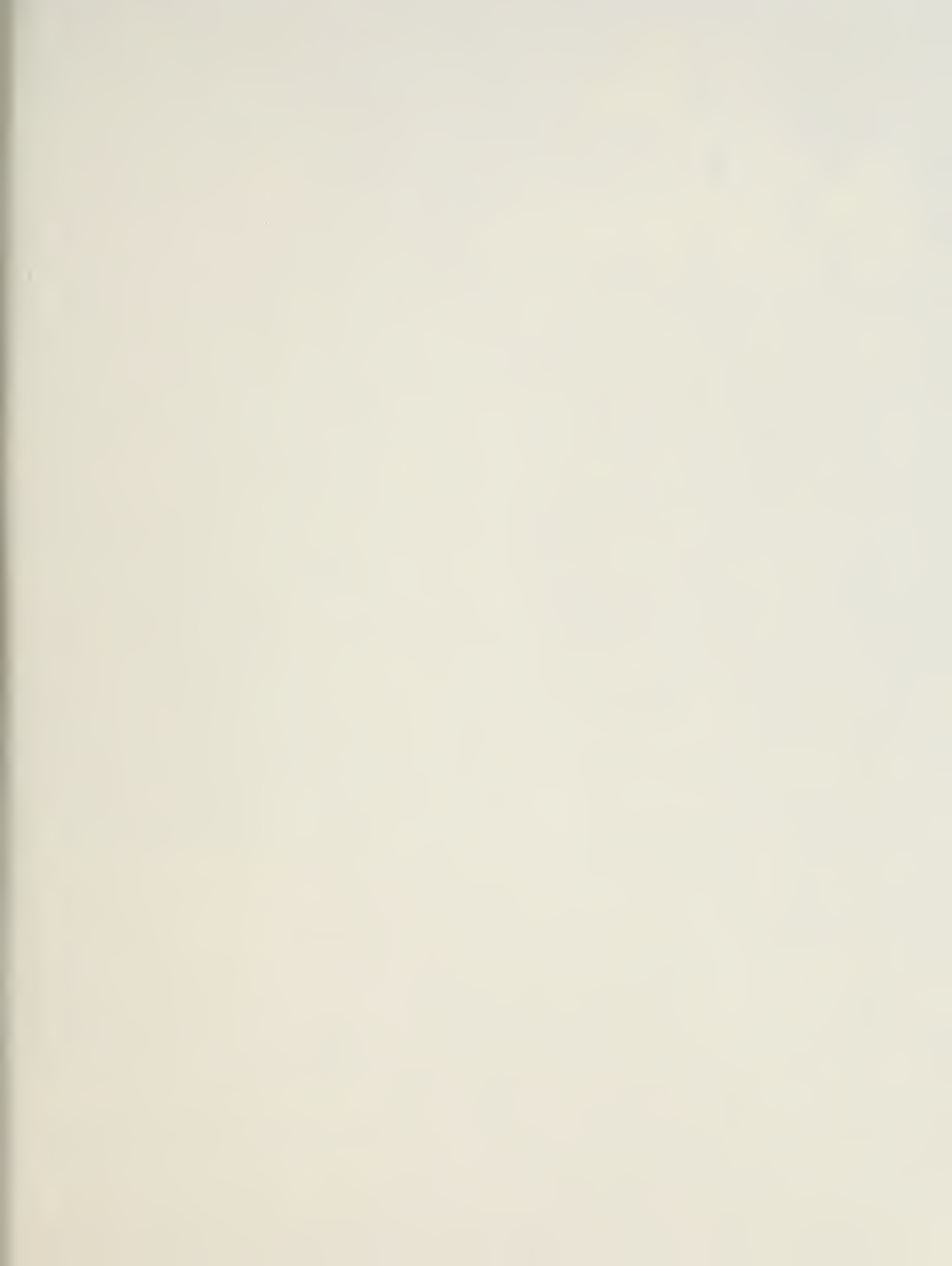




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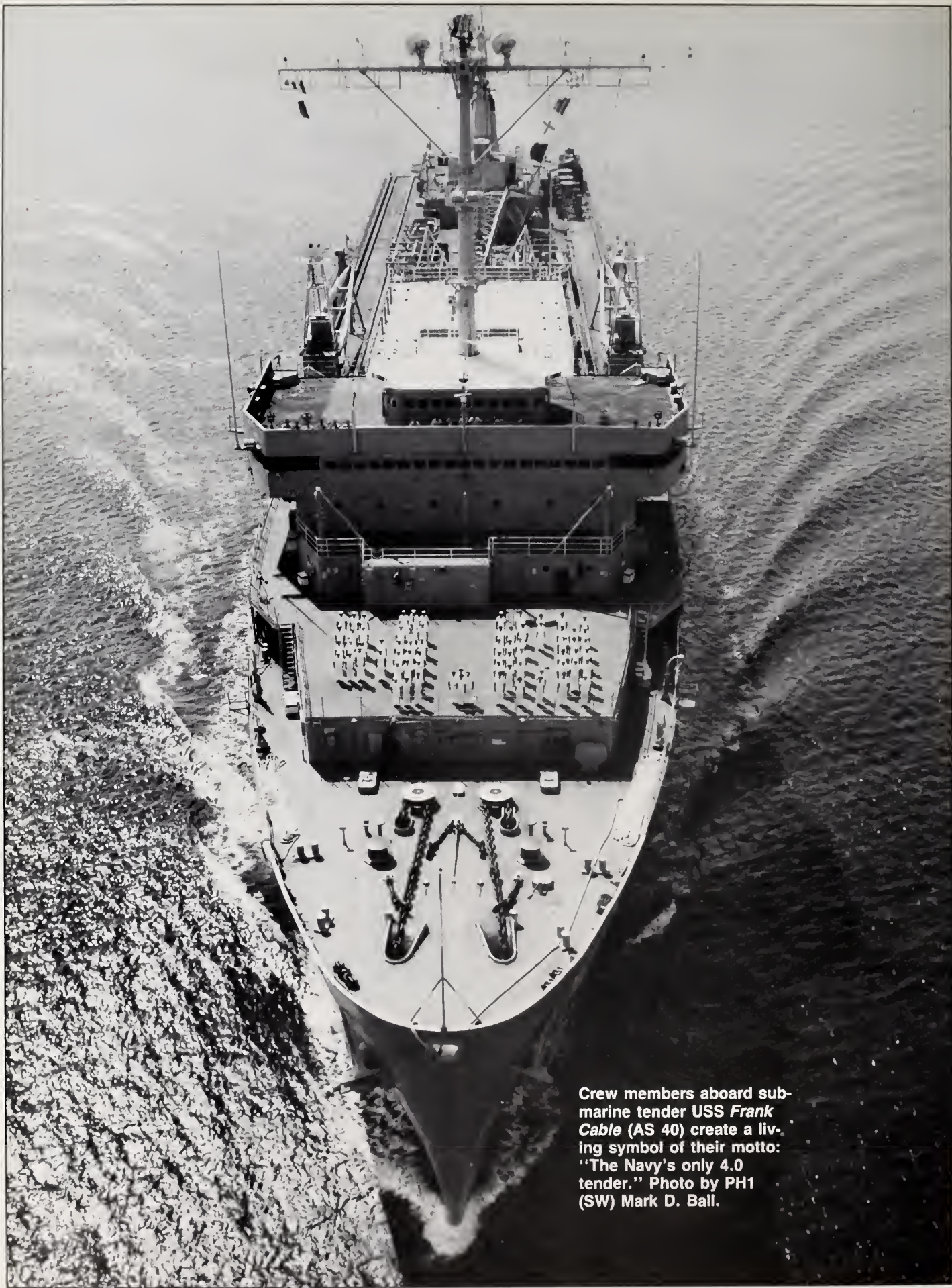
ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1988

- Duty in Norfolk
- Survivor Benefits

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Crew members aboard submarine tender USS *Frank Cable* (AS 40) create a living symbol of their motto: "The Navy's only 4.0 tender." Photo by PH1 (SW) Mark D. Ball.

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1988 — NUMBER 850

65th YEAR OF PUBLICATION



Photo by JO1 Lynn Jenkins

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Front Cover: USS *Theodore Roosevelt* (CVN 71) in the Newport News shipyard. See story Page 18. Photo by PH1 Chuck Mussi.

Back Cover: Newly commissioned USS *Avenger* (MCM 1) is equipped with a mine neutralization vehicle. Actually a remotely piloted submersible, the vehicle hunts mines with sonar, sending back a television picture to operators on the ship, and finally detonating mines by dropping small explosive charges. See story Page 13. Photo by PH1 (AC) W. V. Breyfogle.

Navy Currents

Active-duty dental plan

The military services' new Active-Duty Dependents Dental Plan relies heavily on information provided by the Defense Enrollment Eligibility Reporting System to determine who is eligible for the plan.

DEERS is a computerized listing of active duty and retired military personnel and their family members. The DEERS listings are used to determine eligibility for military medical care and CHAMPUS benefits, as well as for the dental plan.

The contractor for the dental program, Delta Dental Plan of California, will be using information from the DEERS data base to make sure that any active-duty family member listed on a claim is enrolled in the plan. If the family member isn't listed, Delta Dental Plan will hold the claim for up to 60 days, and will notify both DEERS and the active-duty family member that the claim is being held.

For this reason, it is important for all active-duty military sponsors to make sure information in the DEERS files about them and their families is accurate and up-to-date.

Any new enrollments or information will be received and processed by each uniformed service's finance center and personnel offices. Delta Dental Plan will update their enrollment files monthly based on new information received from DEERS. Contact your personnel office for further information. □

Navy astronauts honored

The newly-constructed Shepard-Glenn Command Center for Space Systems Operations, in Dahlgren, Va., was dedicated Oct. 1 by its namesakes, Alan B. Shepard Jr. and Senator John H. Glenn Jr. (D-Ohio).

Chief of Naval Operations Adm. Carlisle A. H. Trost spoke at the dedication.

Shepard and Glenn were the first two naval aviators to travel in space. Shepard, now a

retired Navy rear admiral, became the first American in space with his suborbital flight on May 5, 1961. Glenn, a retired Marine colonel, flew the United States' first manned orbital mission Feb. 20, 1962.

The 30,000-square-foot command and control center is the new headquarters for the Naval Space Command. The operations center is designed to monitor and control naval space activities into the 21st century. □

Danger pay retroactive

The Navy has determined that the crews of USS *Fox* (CG 33), USS *Kidd* (DDG 993) and USS *Crommelin* (FFG 37) are entitled to imminent danger pay for the month of July 1987.

The entitlement is based on the on-scene commander's determination that crew members were in danger from the mine explosion that damaged the tanker *Bridgeton* on July 24. The ships were on escort duty when the *Bridgeton* struck a mine while transiting the Persian Gulf.

Men aboard these ships July 24 and uniformed personnel aboard the tankers under escort are entitled to a payment of \$110, even though the area had not yet been designated an imminent danger pay zone. On Aug. 25, the Secretary of Defense designated the entire Persian Gulf region as a zone for payment of the monthly imminent danger pay. □

Beware of insurance hoax

A GI insurance dividend hoax that has, from time to time, been aimed at veterans over the past 25 years, is again plaguing the Veterans Administration, this time with a new target — the Vietnam-era veteran.

Mysterious announcements have appeared, promising dividends "whether or not the insurance is still carried," and announcing that payment for as much as several hundred dollars are due and must be paid in order to collect the "dividend." The announcements attribute the

bogus dividend to recent legislation passed by Congress. "There has been no such legislation," said Robert W. Carey, director of the VA's Philadelphia insurance center.

Applications are often printed in well-meaning, but misguided magazines, newspapers and newsletters. Contacted by the VA, editors are quick to publish retractions, but the interim periods are sometimes weeks or months.

VA's legitimate dividends are eagerly awaited each year by policyholders. More than three million veterans this year are sharing in an annual dividend distribution of nearly \$935 million. Payments are automatic to those who continue to pay premiums, usually on the anniversary date of the policy. No application is needed.□

New uniform regs

The 1987 edition of U.S. Navy uniform regulations is now in distribution to all commands.

If your command has not received a copy, you can get one through normal supply channels from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120. The stock numbers for the uniform regulations manual and the recommended binder are: 0500-LP-276-0057 (regs) and 0500-LP-276-0050 (binder).□

All-weather coats

Recruit Training Commands have begun issuing Navy All-weather coats to Navy recruits in place of raincoats.

Previously authorized for wear only by chief petty officers and officers, the Navy All-weather coat is now authorized for all Navy people.

The estimated wear life of the \$42.95 All-weather coat is ten years.

A mandatory wear date for the All-weather coat has not yet been established. Raincoats of previously authorized styles and fabrics, in serviceable condition, are authorized for wear until further notice.□

ALL HANDS

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Blue Ridge

Using the advanced communications gear and hi-tech computers aboard his flagship Blue Ridge, Commander 7th Fleet is able to accurately monitor Navy operations over 52 million square miles of open sea.

Story by JO1 Lynn Jenkins

Photo by PH2 Thomas Normandeau

There's absolutely nothing "sexy" about USS *Blue Ridge* (LCC 19). It doesn't have the battleship's offensive firepower nor the destroyer's sleek lines. But make no mistake, this amphibious command ship is one of the most valuable vessels in the fleet.

What this 620-foot ship lacks in racy image it makes up for with a battery of computer and communications gear. The heart of this hardware is three highly complex major computers, which, along with a sophisticated communications network and subordinate computers, allow the 7th Fleet Commander, Vice Adm. Paul David Miller, to accurately monitor all 7th Fleet air, surface and subsurface operations.

(continued on Page 6)

Blue Ridge anchors off the coast of Pattaya, Thailand.

More brains than





prawn

Mt. Whitney

Being the nerve center for 2nd Fleet can be very demanding. During a recent exercise LCC 20 communications staff processed 116,000 messages.

Story by Lt. Cmdr. Tracy Connors

Aboard the USS *Mt. Whitney* (LCC 20) "everything has to be done right the first time," according to Master Chief Signalman Jerry Ledbetter, command master chief aboard *Mt. Whitney*. "As the flagship for the 2nd Fleet, we have to be right all the time. We are expected to perform, as a ship and as a crew, at the highest levels — and that means *now*." The flagship has a complement of 750 men and 45 officers. There are many demands made on *Mt. Whitney*, with up to three different flag staffs embarked at the same time, but, "we respond to meet those demands," Ledbetter said.

As command master chief, Ledbetter's job is, as he sees it, motivation. "If there is a problem at the 'deck plate' level, I take it to the captain with a recommendation on how to fix it." He relies on "good programs for the crew, good chow, good movies, entertainment and sports. All of that is involved in keeping your crew happy — and productive," he said.

(continued on Page 7)

Blue Ridge

Blue Ridge, operating out of Yokuska, is designed to serve as the Fleet nerve center. To fulfill this enormous role, the flag ship's main deck boasts such a variety of antennas and radar sensors that it takes up an area half the size of a football field. From his flag command center aboard *Blue Ridge*, Miller can direct, depending on the nature and area of operations, up to 80 ships, 400 aircraft and more than 60,000 sailors and marines. His area of responsibility is 52 million square miles — from the Cape of Good Hope to the North Japan Sea to the Cook Islands to the Antarctic.

It is no accident that LCC 19 is perfectly suited as 7th Fleet's mobile base. *Blue Ridge* was designed from the keel up as a command and control center. It is the end product of four decades of Navy experience with the difficult problems of command, control and communication. These problems are tackled aboard *Blue Ridge* with the help of the most reliable hi-tech computers — the Navy Tactical Data System and the Amphibious Support Information System plus the latest addition, the Joint Operational Tactical System. NTDS, ASIS and JOTS use information from *Blue Ridge*'s radar equipment and data links from other fleet ships to build a complete tactical picture. Using NTDS, Miller is able to make the most expeditious and coordinated weapons assignments to protect the Fleet from attack. Working along with NTDS, ASIS provides the flag staff with the instantaneous logistical information needed to make the right tactical decisions.

In addition to these two major computer systems, an extremely refined communication system is also an integral part of the ship's design.

That design accommodates the embarkation of three flag staffs. Along with Commander 7th Fleet, *Blue Ridge* serves as a command platform for Commander, 7th Fleet Amphibious Task

Force and the Commanding General of the 7th Fleet Landing Force.

As impressive as all this is, there's more. *Blue Ridge* recently installed a new Tactical Flag Command Center. Among the features provided by the new center:

"I have never served with a better crew. They are 4.0 to the man."

two large digital displays for automated, "real time" tracking of operations and intelligence; space for co-location of three operational support staffs; closed-circuit audio and video communications to key areas throughout the ship; computer-automated planning aids; and high-speed computer-to-computer communications ashore and afloat.

But as with any ship in the fleet, all the expensive equipment in the world means nothing without good men to operate it. On board *Blue Ridge* there are more than 800 good men. "I have never served with a better crew," said Capt. John H. Heidt, commanding officer. "They are 4.0 to the man."

The command center is filled with quiet intensity as five officers concentrate on the job at hand. Gathered around the long table which dominates the room, the men carefully weigh each new fact and consider all angles before making a decision. Mounds of message traffic and other paperwork, half-filled coffee cups and over-flowing ashtrays give evidence of their long hours on watch.

Weary after a busy watch, the command center messenger makes his way to the staff duty officer and hands him the latest exercise message. The officer quickly scans the message, checks his force's position on the large digital display and then adds the message to an ever-growing pile of exercise traffic in front of him.

Exercise "players" aboard the 7th Fleet flag ship must constantly hone their

skills. To do this the ship participates in several major fleet exercises every year. These can be fleet training exercises, which often involve the actual movement of 7th Fleet, Army, Air Force or allied units, or they can be command post exercises, conducted entirely on paper. All this prepares the flag ship's crew to function flawlessly in real-life situations. "In our exercise planning we look at various situations. Primarily we look at our strategy and try to translate that into types of exercises," said Capt. Edward Zurich, 7th Fleet assistant chief of staff for plans.

The command post exercise closely resembles the popular game "Dungeons and Dragons." CPX players at several commands are fed information and intelligence to consider, use and act on. Like the "Dungeon Master" who controls the "D and D" game, controllers lead and direct the scope of a CPX and monitor the players' reactions.

"The purpose of all exercise programs is to set up some cohesiveness, so that when we conduct these exercises they have relevance," Zurich said.

Besides helping U.S. Navy personnel react correctly to every operational contingency, part of the command ship's mission is to promote friendly relations with our allies. "We have to look at the treaties we have, we have to look at our allies' national interests and we have to look at their political situations," Zurich said. "We also have to look not only at our relationship with these countries, but at their relationships to each other as well." He added, "All of this information has to be fed into some sort of coherent program.

"It's a two-way street," Zurich said, explaining that all plans are based on mutual benefit. "We at 7th Fleet have translated those goals into things that accomplish CinCPac's objective, as well as 7th Fleet's." □

Jenkins is a photojournalist for All Hands. Normandeau is assigned to Blue Ridge.

Mt. Whitney

The key to USS *Mt. Whitney's* productivity is its ability to properly control combat systems and its ability to share data with other combatants. This is done through the Naval Technical Data System. NTDS is a highly sophisticated combination of digital computers, displays, and data links, which allows on-line collection, processing, storage, and presentation of information from various sensors, aircraft, and ships. The NTDS presents an instantaneous visual display of the tactical situation of friendly and enemy forces. Tactical information can be viewed on any one of 28 consoles located in various command control modules.

When *Mt. Whitney* is the link coordinator, other NTDS ships take their cue from LCC 20. "They key off us," said Cmdr. Timothy Kok, *Mt. Whitney* executive officer. "We also provide direct input into the flag command center from which the embarked flag controls and directs the battle," Kok said. "So it is important that we have a system that operates properly and can maintain that input of good data for the fleet commander."

Other vital systems aboard *Mt. Whitney* are found in its communications department, which has virtually every type of advanced afloat communications system in fleet use. Speaking of LCCs, Kok said, "We are, in fact, the world's largest afloat communications station." He added that the fleet commander has "a wide range of warfare assets available to him to carry out his war-fighting efforts. The ship must be able to communicate and receive external input from various sources, literally around the globe, input that he must have to manage those assets," Kok said.

The fleet commander agrees. "I just can't conceive of doing my job without *Mt. Whitney*," said Vice Adm. Charles R. Larson, commander of the 2nd Fleet. "Operating from an afloat command as well equipped for her mission as is *Mt.*

Whitney, gives the fleet commander the flexibility to position his base of operations for optimum survivability, command and communications during fleet operations."

Although the ship's main fighting equipment is actually the electronics and communications suite, *Mt. Whitney* is also armed, in the more literal sense, with two rapid-fire, 3-inch, 50mm guns and the basic-point-defense missile system. The *Phalanx* close-in weapons system will soon be added.

Duty on board the fleet flagship can be different from duty aboard other ships. Physically, the ship is a sparkler, constantly being maintained at a high level of material readiness and good looks. According to one sailor, the

"Aboard Mt. Whitney, we really stress that damage control personnel and systems have to be in the highest possible state of readiness."

"LCC" in the ship's hull designation stands for "Let's Clean Continuously." Topsides or below deck, polishing, buffing, chipping and painting go on day and night. The constant cleaning is required, in part, because of the ship's large personnel complement, 750 crewmen, 45 officers, plus up to three embarked flag staffs.

For instance, *Mt. Whitney* has "one of the largest concentrations of officer berthing afloat," according to Lt. Eric Krikorian, the ship's damage control assistant. In addition to maintaining the spaces and equipment contained in the ship's command and control centers, there is "the challenge of maintaining staterooms and berthing areas for hundreds of sailors. This ranges from control of the environment — heat and air conditioning — to power, telephones, and potable water. Just call us 'repairs unlimited,'" Krikorian joked. The desk

watch in DC Central handles over 30 maintenance trouble calls per day. "It's like running the public works department for a small city — with embarked staffs, nearly 1,500 people."

Mt. Whitney's systems are newer and far more complex than those of most other ships. Even the firefighting system is the latest and best available in the fleet, including the installed halon system and the aqueous film-forming foam systems. "Aboard *Mt. Whitney*, we really stress that damage control personnel and systems have to be in the highest possible state of readiness — and they are," he said proudly. "I really push damage control training to the letter of the law," he said.

Service aboard the command ship is more demanding for all hands, Krikorian admitted. But he sees great motivation in *Mt. Whitney* sailors, "probably as a result of the high standards we set and maintain." And higher standards mean more desirable duty, which is why assignment to an LCC is a popular choice. "It's hard to get stationed aboard a command like *Mt. Whitney*," said Krikorian, a former CNO Shore Sailor of the Year.

"Duty aboard the command ship is good duty . . . demanding duty," Krikorian pointed out, "because of the role we play. At times it becomes almost hectic. But for those other sailors, chiefs, and officers looking for duty on a command ship, I believe it is more than a notch above similar shipboard duty elsewhere. At a command like this you can make — or break — a career. But if you want to go places, this is the place to come," he concluded.

Because it is a flagship, however, the tempo of operations never lets up. "If you report aboard this ship," Ledbetter said with a chuckle, "you had better be ready to work."□

Connors, a reservist with NIRA Det 206, served in the Public Affairs Office, Commander Striking Fleet Atlantic.



Capt.

Since it was first published in 1898, Jane's Fighting Ships has come to be acknowledged as the premier reference work on the world's navies. Pressed between the hard-bound covers of this 800-page tome are nearly half a million individual facts on all classes of ships that make up the military fleets of all sea-going nations. For 90 years, Jane's has been an indispensable sourcebook for both the naval and civilian communities.

All Hands had the opportunity to interview Capt. John E. Moore, RN, retiring editor of Jane's and his successor, Capt. Richard Sharpe, OBE, RN, during a visit to the Pentagon.

Capt. Moore has been editor of Jane's for the past 15 years. He was selected for the position in 1972 following his retirement from the British Royal Navy.

All Hands: How has the world sea-power picture changed during your tenure as editor of Jane's?

Moore: In 15 years, I don't think there has been so much a power shift as a change of emphasis or change of capabilities. Where the U.S. Navy is concerned, the main elements have been the change to *Tridents* and support for aircraft carriers. This has given a fair measure of substance to the fleets. I also feel that the arrival of *Aegis* in the fleet is very important. Although it has been criticized in many ways, I think the great strength of *Aegis* is that it does provide area surveillance, both surface and air,

Capt. John Moore (seated) and his successor as editor of Jane's Fighting Ships, Capt. Richard Sharpe.

John Moore

British Royal Navy Captain's farewell tour after 15 years as editor of Jane's Fighting Ships.

Story and photo by JO2 Michael McKinley

which has been a great savings in respect to air operations. I can't see anything else in the world that remotely approaches it in effectiveness.

There have been many changes in the Soviet Navy. The advances they have made in submarines since 1972 have been dramatic and the extent of missile armament in the Soviet Navy has increased a

"The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs."

great deal. Also, they have had a philosophical change of mind and have gone to aircraft carriers.

The Chinese Navy has expanded extraordinarily. They have now moved away from using old Soviet ship designs and are producing their own designs. They still have the largest fleet of light forces in the world and are third in the world in the number of submarines in their fleet. They don't have many large ships and they tend not to go very far afield. Their intent is to defend Mother China. That is their aim.

on the relationship between the U.S. Navy and the various administrations in the last 15 years?

Moore: When I first started with *Jane's*, the U.S. Navy had somewhere in the region of 968 ships. I watched with some dismay as the whole thing was whittled down. I think that the rebuilding program that has been instituted during the present administration has put the Navy back on its feet.

But to me, the most important point was when Congress recognized the necessity of doing something about pay and service conditions. I think that the Warner-Nunn initiative has probably saved this Navy from semi-disaster. There is no point in having a 600-ship fleet if you can't man the ships. I am rather concerned that the Navy seems to get the rough edge of the deal when it comes to recruiting. Retention and recruiting of not necessarily the highest level but certainly adequately educated people for the Navy is essential today. I think that politicians were inclined at times to get too wrapped up in discussions of shiny weapons and sleek submarines and forget the people who were behind this hardware.

All Hands: In regard to the U.S. Navy's rebuilding program, are we covering all the bases strategically, or are there still certain weaknesses?

Moore: I think one of the greatest gaps overall, not only in the U.S. Navy but in the NATO sea forces as well, is in mine countermeasures. I think the recent episode in the Persian Gulf has proved that the warnings that have come through *Jane's* over the years have not

been totally irrational and there is a great need for mine countermeasures. I do think that this is an area that has been grossly underfunded in the past.

When you consider that the main bulk of the U.S. Navy's mine countermeasure force was commissioned about 1957 and you think of the enormous area it must look after, if only in the continental U.S., then the forces are totally inadequate, in my view. The Navy must not only look after the ports, but must maintain swept channels around thousands of miles of coast. You must also take into

"I think that politicians were inclined at times to get too wrapped up in discussions of shiny weapons and sleek submarines and forget the people who were behind this hardware."

consideration that Cuba is close to the Gulf of Mexico and does have facilities for minelaying.

All Hands: If you had complete control of the U.S. Navy for the next 20 years, what would you do with it?

Moore: First I would ask myself the

All Hands: How would you comment

following questions: What money and support can I expect from Congress and what do my intelligence experts forecast for the future? I remember Adm. Elmo Zumwalt saying to me when he first came into office as CNO, "If Congress is going to cut my fleet then the one thing I have to rely on and concentrate on is

"I think one of the greatest gaps overall, not only in the U.S. Navy but in the NATO sea forces as well, is in mine countermeasures."

the intelligence I am going to get."

I would also stress research and development in anti-submarine warfare. In this area, I would like to see attempts to produce submarines of different types. It would be prudent to think of smaller submarines with particular tasks, rather than having all submarines very big and very capable in all directions. I would request increased R&D funds for *Aegis* and the improvement of weapons systems that are available to *Aegis* ships. I would certainly ask for much more for mine countermeasures.

One more thing I would try to do is to explain to people that in this century, so far, we have had about 11 years of major warfare. In the interim periods we have had an enormous amount of what is now known as low-level conflict. I would ask people to investigate whether there was not a way of providing more ships for the Navy at lower capital costs and running costs and requiring less manpower to deal with these situations. It's all very well having a ship in position A, but you have to remember that even with *Aegis*, the radius of contacts is comparatively limited when you consider the whole ocean. I think that in the

present state of world politics and policies, that numbers of ships are very important, especially when you have such a worldwide interest as the U.S. Navy does.

All Hands: What are your thoughts on the U.S. Navy's new airship program?

Moore: I think the U.S. Navy has taken a brave move in putting money into a development program. I hope the jump from a comparatively small airship to something much larger will be achieved successfully. It's a very brave thing to do and I think there is a tremendous area that could be covered by airships. They are cheap in capital, maintenance, manpower and running costs and are available for ASW. I see a great future for airships.

All Hands: What has been one of your more outstanding experiences as editor of Jane's?

Moore: It is difficult to pinpoint one particular incident. What I have gained is a continuation of my naval affiliation. I was in the Navy for 33 years before I joined *Jane's*. I've been doing that for 15 years. I've kept my friends . . . and those that I have criticized, I am fortunate that they have remained my friends. In countries all over the world, during my naval career, it has been pleasant to keep in touch with them and watch them rise in the ranks. Many of the chaps I knew as young officers became CNOs and retired. I think my job in the Navy was a job I understood. To have a task which continues that in civilian life has been absolutely fascinating.

All Hands: Capt. Sharpe, how does it feel for you to be taking over the reins as editor of Jane's and what are your plans for the book? Are there going to be any changes or additions?

Sharpe: In answer to your first question, I think it is going to be a formidable task following in the footsteps of my extremely competent predecessor, Capt. Moore. But I do think I am quite well qualified. As to there being any changes

"Cuba is close to the Gulf of Mexico and does have facilities for minelaying."

in *Jane's* while I'm editor, let me say that I think it would be a very arrogant man who would say "I can do better than this." But if I was looking to fiddle around the edges and make minor changes, I would give a little more space in the book to shipboard aircraft. I would say that the importance of shipboard aircraft is now so great and they play such a major role in a maritime battle, that maybe we need to give more space to them. Of course you can't go on getting bigger and bigger, because in the end you'll need a crane just to lift the book. Yet something has got to give way to allow a little more on maritime air. I think one way to do this is to lessen the space given to lesser, noncombatant ships. This would be the only minor change I can see. But the book's format will remain consistent. This consistency

"I think the U.S. Navy has taken a brave move in putting money into an airship development program."

has paved the way for the book's greatest single compliment. Other countries producing similar reference books have tended to copy *Jane's* format. And, after all, being copied is the greatest compliment that can be paid. □

— McKinley is a staff writer for All Hands.

ALL HANDS

Portland to Portland

Ship and crew journey through space and time

Story by Lt. Chris Boylan

The ship rolled a bit, reminding 15 veterans of World War II that they were indeed at sea again. The invitation they'd received from the commanding officer of USS *Portland* (LSD 37) was real: join the ship on a three-day port visit to its namesake city in Maine.

It was a chance to swap stories and marvel over the changes in shipboard life after 40-odd years, and, at the same time, to remark on how much it remained the same. These veterans had served aboard

the original heavy cruiser USS *Portland* (CA 33), nicknamed "Sweet Pea."

At the end of the cruise, in Portland, Maine, the veterans participated in a memorial service honoring nineteen of their former shipmates who had been lost in battle.

In spite of those casualties, Sweet Pea was considered a lucky ship during the war years. On Dec. 4, 1941, CA 33 was detailed to escort the aircraft carrier USS *Lexington* (CV 2) to Midway Island,

missing the attack on Pearl Harbor that sank so many ships and killed so many sailors.

Her good fortune soon ran out, however, at Guadalcanal on Nov. 13, 1942. A torpedo severely damaged Sweet Pea, but the crew still managed to fire a direct hit on a Japanese destroyer. Once repaired, *Portland* established an impressive record that earned it 16 battle stars from engagements at Midway, Guadalcanal, the Marshall Islands, Truk, Leyte, Okinawa and the Eastern Solomons.

But that was 45 years ago. The veterans visiting present-day *Portland* never expected to ride the waves on a U.S. warship again. They were impressed with the sophistication of the *Phalanx* anti-missile system. "It kinda looks like that Star Wars character a bit, doesn't it?" drawled Texan Jack Fowler, a Water Tender 1st Class who admitted he'd fired more boilers than guns during his stint on Sweet Pea.

A former Quartermaster 3rd Class, Clay Ridgely, took a turn at *Portland*'s helm, and commented, "I did prefer the larger wheel on the old Sweet Pea. This



Portland on course for her namesake city in Maine. U.S. Navy photo.

Portland to Portland

one doesn't even have spokes."

Three decks below, Marion Honaker, who had served as a Pharmacist's Mate 1st Class, talked with *Portland's* "Doc." "There were no pre-packaged ointments or salves. We spent hours kneading certain concoctions — just as if we were making bread," the veteran recalled.

After dinner in the mess one night, Don Martin, a former Signalman 2nd Class, recalled the radio propaganda broadcasts from Japan. "Old Tokyo Rose had us reported as being sunk four times in less than two years. It made your skin crawl when she'd send her condolences to the family and friends of all the crew of *Portland*, when you knew darn well it just wasn't so. . . . I celebrated my 16th birthday aboard this cruiser," he said, and handed across the table a yellowed clipping of Sweet Pea from a 1945 edition of the *New York Daily News*. "And now, thanks to the Navy, I'll be celebrating my 60th aboard her successor."

Joining *Portland's* visit to Maine, veterans of World War II relived memories of the original *Portland* and marveled over new technology. U.S. Navy photo.

"Old Tokyo Rose had us reported as being sunk four times in less than two years. It made your skin crawl when she'd send her condolences."

Meanwhile, Omar Smith, who served as a Chief Aviation Boatswain's Mate during the war, watched the sun set off the port quarter of *Portland's* helo flight deck. He reminisced about Sweet Pea, which had four seaplanes but no flight deck. "We used to shoot 'em off catapults at nearly sixty miles an hour and then pull 'em back on board with a big hook."

Looking down into the ship's 442-foot-long well deck, graced at the forward end with a Universal weight room, another veteran, Boatswain's Mate 1st

Class Herb Roach remembered, "We hardly had enough room to do push-ups aboard the CA 33. And it got even worse when we served as a troop ship, ferrying thousands of GIs back home at the end of the war."

The arrival in Portland brought back distinct memories to Vernon Tinsley, who recalled that as a Boatswain's Mate 2nd Class, he manned the rails of the first *Portland* as it pulled into the very same pier for a Navy Day port call in 1945. Now, 42 years later, he wedged himself between two third class petty officers on the starboard wing wall and waved to the local media who had gathered on the dock. "I guess we're gonna be famous," he chuckled.

Invited to city hall with *Portland's* commanding officer, the 15 veterans saw for the first time Sweet Pea's silver service, held by the city since the original *Portland's* decommissioning. It was donated to the first *Portland* by the city in 1934, and presented again to the current ship.

The journey climaxed the next day with the memorial service held to honor those who perished aboard Sweet Pea in 1942. The veterans were joined by 200 of *Portland's* crew flanking the main mast, bell and shield of the old CA 33, at a site overlooking Casco Bay. A special guest, Mrs. Mary Doughty, was on hand — at the age of 12, she broke the bottle of champagne on CA 33's bow, sending it down the ways and into the water for the first time.

The weekend visit over, *Portland* eased away from her mooring early Monday morning and slipped without fanfare from port. The camaraderie and emotion of the visit reached its peak as sailors of different generations manned the rails side-by-side and waved farewell to their namesake city. Once again, a ship named *Portland* set out to sea to continue in the proud tradition of her predecessor. □

Boylan is a reservist assigned to NROI Det 102, New York.



Avenger

comes on line

Story and photos by PH1 (AC) William Breyfogle

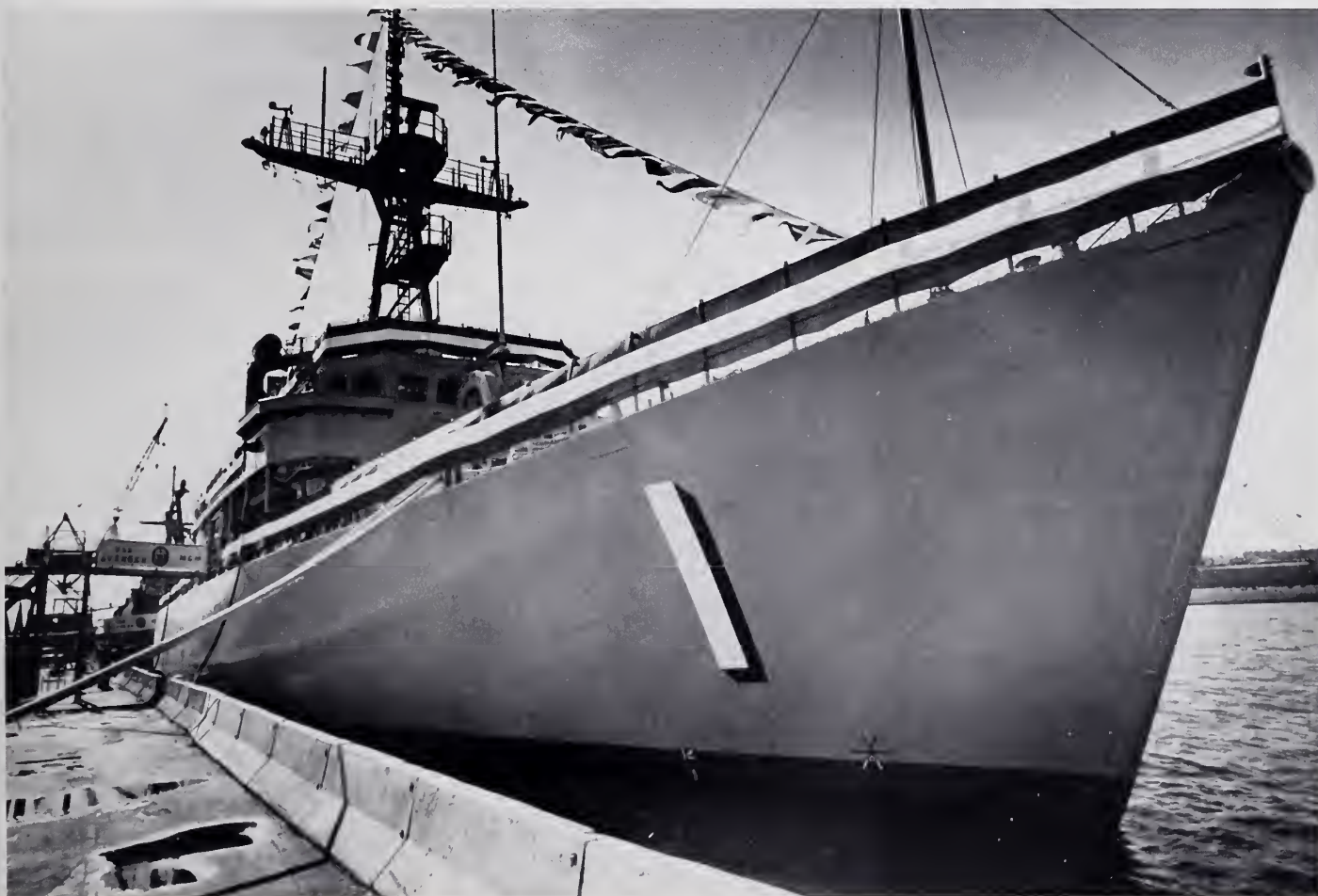
With the commissioning of the new mine countermeasures ship, USS *Avenger* (MCM 1), a whole new chapter of mine warfare began in the U.S. Navy. With her awesome assortment of ultra-modern mine-hunting and -sweeping equipment on board, *Avenger* and the

rest of the ships in her class will bring a new sense of security to ship commanders in today's troubled waters.

"I think the distance between Sturgeon Bay, Wis., and the Persian Gulf is a lot shorter today than it was when we first started building this ship," said commis-

sioning speaker Les Aspin, congressman from Wisconsin. Looking at the ship, riding lightly at pierside, he marveled at how such a small ship could nevertheless be so complex. "It is quite a piece of work," Aspin said.

Retired Vice Adm. James B. Stock-



Avenger

dale, principal speaker for the day, said the new ship's mission will be a critical one. He advised the crew to be proud of their mission. "Play well the given part," Stockdale said. "Your work is surgical — you must be slow and cagey. Indulge yourself with pride — you are doing noble things."

The theme for the day was set by Capt. Thomas J. Kile, Naval Sea Sys-

tems Command supervisor of shipbuilding in Sturgeon Bay, when he pointed out that in addition to receiving the latest in technology, *Avenger* and her crew also were heirs to a unique heritage.

"Today, you and your crew join a long, proud tradition of wooden ships and iron men," he said.

Avenger is the first wooden ship built as a U.S. Navy combatant since the last

months of the Korean War.

The *Avenger*-class of mine countermeasures ships represents a grand step backward and forward at the same time. While the new ship packs precision electronics and state-of-the-art mine hunting gear, it also is something of an anachronism in an era of steel- and aluminum-hulled ships.

Avenger crewmen say they wouldn't



— or couldn't — have it any other way.

"The wooden ship is the only vessel that's able to sail into the thick of a minefield," claimed Electrician's Mate Senior Chief Gerald Thorsell, the ship's maintenance and materials management coordinator. "We have proven that it's the way to go in mine warfare."

Thorsell went on to explain that the new ship's old-fashioned wooden hull

and superstructure — together with widespread use throughout the ship of non-magnetic metals, including aluminum engines — gives the ship absolutely no magnetic "signature." That lack is important, he added, because new classes of mines now in stockpiles around the world can be triggered by the magnetism given off by most ships' steel hulls. But with the solution of some old problems come some other new problems.

Hull Technician 1st Class Paul Defibaugh, attached to the ship's deck division, said hull technicians on board a wooden ship face some difficulties they aren't used to.

"We do a lot of woodworking," he said. "We do a lot of fiberglass repair." Other than that, he added, an HT's job remains much the same as aboard a steel-hulled ship. "It's still damage control," he said.

Cdr. Robert S. Rawls, the ship's commanding officer and a veteran of other, older classes of mine-sweepers, said the new ship brought mine warfare into the modern age. "With our new capabilities — the mine neutralization vehicle, sonar, and our precision navigation system — we can sail anywhere in the world," he said. "There has never been a class of ship with the capabilities this one has — no longer do we just go feeling about in the dark for mines — we can go looking for them."

The shark-shaped mine neutralization vehicle — brightly painted with a shark's eyes and gaping jaws — is the quintessence of the new ship's capabilities. The vehicle — actually a remotely piloted submarine, can probe beneath the surface for mines and send back TV pictures to the operators above. Thus, operators can either determine the type of mines present and how to sweep for them, or

they can drop small explosive charges to destroy the mines where they lie.

Thorsell pointed to the immense cable reels stowed aft on the mine warfare deck. He noted that the ship could deploy the traditional cutting cables aft to sever the mooring cables of old-fashioned contact mines, letting them float to the surface where they could be destroyed by gunfire from the ship's twin .50-caliber machine guns.

In addition, he said that the ship could easily stream a thousand-foot electric cable aft through a minefield, and pulse a huge charge of electricity through it to detonate magnetically triggered mines.

"The old MSOs (ocean-going mine-sweepers) couldn't do that," he said, pride evident in his voice. He also pointed out the large, bulbous sonic transducers that could be deployed to simulate the sounds of a ship's passage, to trigger sonically activated mines.

"This deck is definitely where the action is in mine warfare," he said.

The ship has a unique mix of old and new technology. After marveling at the immense electric mine-sweeping cables, stowed neatly on their huge reels of the mine-sweeping deck, many visitors commented on the old-fashioned voice tubes and sound-powered phones on the ship's bridge.

Tour guide Gunner's Mate 1st Class Gene Paist said that was to be expected. "If something works well, you stick with it," he said.

Avenger sailors are also uniquely aware of another tradition they can lay claim to. As members of the ship's commissioning crew, they realize that they give the term "Plank Owner" an entirely new — or a very old — meaning.

"I really do own a plank," said Thorsell. "But I doubt I'll collect it. Even though I'll be around, they expect to get a lot of use out of these ships before they're replaced.

"We're talking about 40 years down the road." □

Breyfogle is a reservist assigned to the Navy Office of Information, Det 713, Milwaukee, Wis.



Crew member (far left) acts as tour guide. Crewmen (upper left) of the new mine countermeasures ship, the first wooden-hulled combatant built for the Navy since the Korean War. *Avenger's* mine neutralization vehicle (lower left) enables the ship to hunt mines and identify them.

Lone Sailor

Story and photo by JO2 Denny Banister

Through cold winter nights and hot summer days, the Lone Sailor stands his watch. Like all good sailors, he's ever alert and faithful to his task. But his is not a shipboard watch. Instead, the Lone Sailor stands watch over the Navy Memorial in Washington, D.C.

A ten-year project of the United States

Navy Memorial Foundation, the Navy Memorial was dedicated in October on the Navy's 212th birthday. "It is impossible not to be touched by the Lone Sailor as he looks across the oceans," said Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, during the dedication ceremony. "He will serve as

a common rallying point for the men and women of the Navy."

In addition to the Lone Sailor, the memorial includes a 100-foot-diameter amphitheater, a granite world map stretching across the amphitheater floor, a compass rose that will be the site for wreath-laying ceremonies and two pools with fountains. "We rededicate ourselves today to the challenges of the future, in the name of all those 'lone sailors' who served us so well in the past," said Chief of Naval Operations Adm. Carlisle A.H. Trost, addressing the crowd of more than 6,000 people attending the dedication.

According to the Navy Memorial Foundation President, retired Rear Adm. William Thompson, the basic concept for the memorial was developed by several people. The originators were Capt. Walt Thomas, who joined the foundation as a staff member, John Charles Roach, an artist and Naval Reserve Public Affairs Officer, Stanley Bleifeld, the sculptor commissioned for the Navy Memorial, and Thompson himself.

"Stan Bleifeld submitted several different proposals, and one of the latter efforts showed huge waves crashing, with ships riding out the storm. Off to one side was this sailor standing all alone, looking at the creation," Thompson said. "That sailor jumped out at us. Out of the entire proposal, all we wanted was that statue of the sailor, the 'lone sailor.' The name stuck."

Thompson said the idea for the amphitheater came from Ruth Donohue, who served as the foundation's secretary.

Amidst great pomp and ceremony, the U.S. Navy Memorial's seven-foot-tall "Lone Sailor" assumes his watch over the oceans of the world.



begins vigil

"Ruth was bothered by the fact that there was really no place in Washington, D.C., where military bands could perform outdoor concerts for the public," Thompson said. "She suggested an amphitheater, and it was the amphitheater that helped us secure the prime location for the Navy Memorial.

"When visitors approach the amphitheater," he continued, "and see the world map showing the United States surrounded by the oceans, we hope they'll better realize our country's dependence on the Navy. But primarily, we want to honor all U.S. Navy men and women. There are numerous statues around Washington, D.C., that honor specific Navy groups or individuals, but none to honor Navy people as a whole — until now."

Thompson said Washington, D.C., is homeport to the Navy, and the proper place to honor those who serve. But finding the exact location in the nation's capitol for construction of the Navy Memorial wasn't easy. "In fact, nothing about the Navy Memorial project came easy," he said.

"After all my years in the Navy, you'd think I'd know better than to volunteer, but I wanted to help get the Navy Memorial built."

There are certain procedures to follow to build a memorial in the capital. First, it literally takes an act of Congress. "We had to get congressional authority. It took us two years, but in 1980 President Carter signed the bill," Thompson said.

Next came design approval. The National Capital Planning Commission, the Secretary of the Interior and the Commission of Fine Arts all had to endorse the proposal.

The third requirement was site approval, once again involving the National

Capital Planning Commission. "In this case, we also needed approval from the government-chartered Pennsylvania Avenue Development Corporation," Thompson explained. "They owned the two and one-half acres across from the Archives building on Pennsylvania Avenue where we finally constructed the memorial."

Then there was the problem of fundraising. "The government cannot finance the construction of memorials, so we had to get a lot of donations," he said. "We were told corporations donate about 80 percent of the funds for such undertakings, and we are grateful for the many corporate donations we've received. But we're proud of the fact that 50 percent of *our* donations came from Navy men and women, primarily veterans and members of the Fleet Reserve."

The memorial was turned over to the National Parks Service for maintenance. "But the foundation will operate the visitor's center and schedule amphitheater performances," Thompson said.

Although the Navy Memorial is now open to the public, the best estimate for completion is 1989. Thompson said 22 bronze bas-relief wall carvings, additional statues and the visitor's center are either in production or awaiting funds.

"We don't want to rush anything," he said. "We want to be sure everything is right." For example, the bas-reliefs are funded by specific groups, "... such as the first one, honoring women in the Navy. We didn't want to hurry the work just for the sake of having it ready for the dedication ceremony."

In front of the amphitheater are the two pools and fountains. "We're receiving donations from other countries for the pool dedicated to allied navies," Thompson said. "As more contributions

come in, we'll add statues to the pool featuring their old-time navies, where many of our U.S. Navy customs and traditions originated." He said the second pool is dedicated to the modern-day U.S. Navy, and will also feature appropriate statues.

The planned visitor's center includes a 250-seat theater, a ship's store and the log room. "The ship's store will sell high-quality nautical keepsakes of the memorial," Thompson said, "and the profits will provide the ongoing financial needs of the memorial."

Contributions made by those who wish to enter veterans' names into the Navy Memorial Log also provide operating funds. "To encourage financial support from Navy veterans for the memorial, and to thank those who have already contributed or had contributions made in their names," Thompson explained, "the log room will feature a continuous display of the Navy veterans' names."

But Thompson feels it's the statue of the Lone Sailor that will endure. "Once the sketch of the statue became public, we were flooded with letters. It really stirred people's emotions," he said.

"Millions of Americans have served in the Navy," said Secretary of Defense Caspar Weinberger during the memorial dedication, "but hundreds of millions of Americans have been served by the Navy."

As the statue of the Lone Sailor was unveiled, Weinberger concluded, "This memorial immortalizes that spirit of dedication and self-sacrifice of the men and women of the Navy." □

Banister is assigned to NROI Det 518, St. Louis



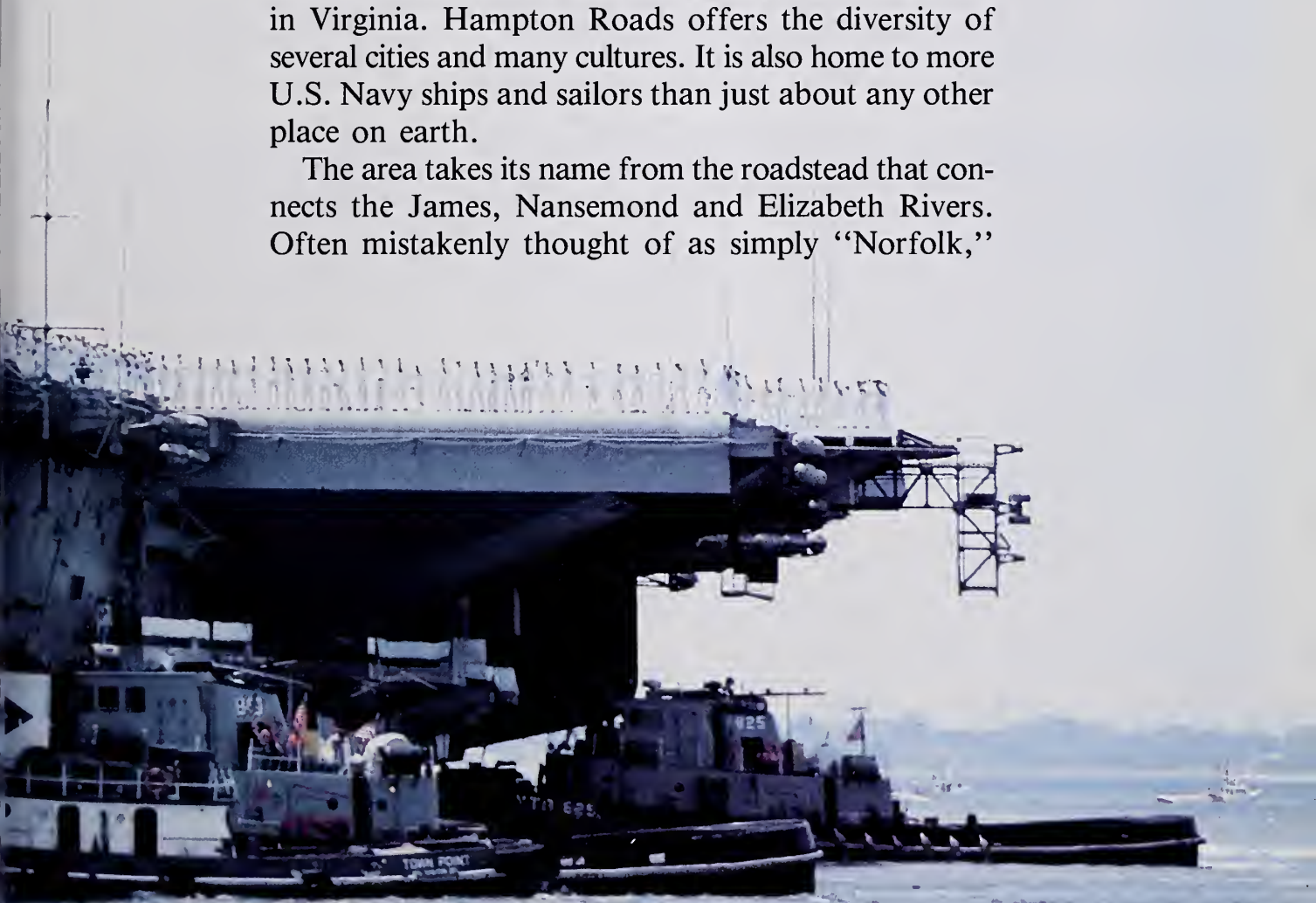
Norfolk

A Navy town

Story by JO2 Jodelle Blankenship

Pittsburgh has traditionally been considered America's steel capital and New York may think of itself as the nation's cultural center, but no city breathes more life into steel and very few cities enjoy a richer culture than the Hampton Roads area, in Virginia. Hampton Roads offers the diversity of several cities and many cultures. It is also home to more U.S. Navy ships and sailors than just about any other place on earth.

The area takes its name from the roadstead that connects the James, Nansemond and Elizabeth Rivers. Often mistakenly thought of as simply "Norfolk,"



the Hampton Roads area is actually nine cities in southeastern Virginia that have merged into a single urban/suburban megapolis.

The rivers act as natural dividers for the two principal regions within the area. The cities of Norfolk, Virginia Beach, Portsmouth, Chesapeake and Suffolk make up the region known as "Southside." Newport News, Hampton, Yorktown and Williamsburg are on the "Peninsula," between the York and James Rivers.

Hampton Roads is the hub of the Navy's East Coast activity — home for more than 100,000 sailors, 45 aviation squadrons, 64 major shore commands and more than 130 warships. The Navy in Hampton Roads makes up 20 percent of the worldwide U.S. naval forces.

In this international military center, ships and submarines constantly transit the roadstead to arrive at their home port or deploy overseas. Aircraft take off and land day and night from shore stations on missions ranging from carrier qualifications to overseas Military Airlift Command flights.

Sewell's Point, a peninsula extending from Norfolk into the Hampton Roads waterway itself, is home to Naval Base, Norfolk (the old NOB, or Naval Operations Base) and is heavily concentrated with commands and sailors of every rate and rank. Naval Station Norfolk is there, along with Naval Air Station Norfolk, the Atlantic Fleet headquarters and the Armed Forces Staff College. At nearby Virginia Beach is another Naval Air Station, NAS Oceana, which is home base for attack and fighter squadrons that deploy regularly aboard East Coast-based aircraft carriers.

Naval Amphibious Base Little Creek, between Norfolk and Virginia Beach, is 10 miles east of the commands at Sewell's Point. Little Creek is the headquarters and primary training site for the Atlantic amphibious force, and is the largest U.S. base of its kind.

The Marine Corps amphibious forces train there to provide perimeter defense for landing beach areas. In order to carry

Right: Pilots returning from deployment with USS *Coral Sea* (CV 43). Far right: Naval Air Rework Facility employees work on F-14 Tomcat. Below: A freshly painted A-6 Intruder is towed out of a paint locker. Preceding page: Sailors aboard *Coral Sea* man the rails as tug boats bring her home (Photo by JO2 Jodelle Blankenship).

out this mission, they learn — among other things — casualty, refugee and prisoner of war evacuation procedures.

The Sea, Air and Land Teams, or SEALs, also train at Little Creek, mastering the various disciplines of special warfare. In wartime they will be prepared to disrupt enemy forces behind their own lines, anywhere in the world.

A mobile diving and salvage unit is also located at Little Creek. It offers peacetime harbor clearing, firefighting, demolition services and underwater salvage expertise. Members from this unit most recently came into the public eye while assisting in space shuttle *Challenger* recovery operations in 1986.

Whether serving at sea or ashore, for many sailors, Marines and their families, Hampton Roads is the best of duty. Add the number of Navy families, retirees, reservists and Navy civilians to the active duty number and the Navy population in the area totals about 450,000. This is one third of the Hampton Roads area's total population. Of course, all these people have to have somewhere to live, and Hampton Roads is able to accommodate them.

Homes are plentiful and fairly reasonably priced, compared to Washington, D.C., or San Diego. Although there is a wide range of prices, depending on location, homes generally run anywhere from \$50,000 to more than \$200,000.

As in most urban areas in the United States, there is a high demand for rental units; therefore, there is a low vacancy rate. Costs for rental units average about \$365 for one bedroom, \$400 for two bedrooms, \$450 for three bedrooms and \$500 for a four-plus bedroom unit.

Fortunately there is some Navy help available for Navy house-hunters. There



Photo by JO2 Jodelle Blankenship

are eight housing referral offices located in the Hampton Roads area. Military orders require checking with the appropriate housing office, prior to negotiating a lease or purchase. You may contact the Housing Officer at the Navy Public Works Center in Norfolk by calling 444-4694. The area code for this, and all other numbers given in this article, is (804).

If all else fails, Navy Lodges can often provide some temporary housing. Call the Norfolk Navy Lodge at 489-2656 or Little Creek, at 464-6215.

Despite the housing crunch, most new arrivals find they are glad to be in Hampton Roads. But if the many Navy men and women are glad to be in the area, the area is even gladder to have them. The Navy contributes about \$3.5 billion in salaries to the local economy each year. In addition, there are about \$2 billion in ships' services and contracts.

The Navy contributes to the area culturally as well, through participation by members and their families in all aspects of community life. The Navy families bring a diversity of cultural backgrounds, and the sophistication that comes from



Photo by JO2 Jeddite Blankenship



Photo by PH2 Chris Holmes

world travel, to the local area. This contribution has been the result of a direct effort, instituted over 15 years ago by leaders of the local community, to integrate the military-related members into Hampton Roads community life. A good social services program, by the Navy for the Navy, has done much to make this integration effort work well, for both the Navy members and the community, because the Navy takes much of the responsibility for the impact large numbers of Navy families have on the community.

One of the most important of these social services for Navy families is child care.

Quality child care is available throughout the Hampton Roads region. The Norfolk Navy Family Services Center offers a publication, "Finding child care: A list of resources for Navy families in Tidewater." This is one of the most popular information publications available to those just coming into the area.

Family services centers can provide endless help in many other ways to newcomers — everything from crisis counseling to money management seminars. For the full list of services, call Norfolk (444-6530), Little Creek (464-7563), Newport News (244-6289) or NAS Oceana (433-2912), or visit the Norfolk Navy Family Services Center at 8910 Hampton Blvd., across from the gate to the submarine/surface ship piers. You can also call the Hampton-area Navy hotline: 444-NAVY (444-6289).

Inclusion of Navy people, with their diverse backgrounds, into the general cultural environment of the Hampton Roads area is an especially important factor in determining the area's unique cultural mix. There are numerous international and ethnic organizations in Norfolk that give Navy people a chance to pursue their particular interests. Many military families are members of the Tidewater Caribbean Association, the Tidewater Reggae Association, Asian and Filipino groups and many ethnic and cultural organizations.

But Navy people don't have to rely exclusively on their own clubs and groups

Travel

Airports. Norfolk International and Patrick Henry. Norfolk is the larger of the two but both are growing. Norfolk International is located off Interstate 64, just a few miles from downtown Norfolk, eight miles from the Naval Station and only five miles from Little Creek Naval Amphibious base. Eight major airlines serve Norfolk International. Patrick Henry, located in Newport News, is mostly serviced by USAir and three commuters.

Transit systems. TRT — Tidewater Regional Transit — services Norfolk, Portsmouth, Chesapeake and Virginia Beach. The fare is 70 cents, 30 cents for a transfer

and 25 cents for children under five years of age. Senior citizens pay 35 cents. Pentran — Peninsula Transit — serves Newport News and Hampton. The fare is 60 cents, 10 cents for transfers and half price for senior citizens.

Taxis are plentiful in the Hampton Roads area. The average fare is \$1.50 for the first mile and \$1 for each additional mile.

Car rental agencies are located throughout the area. The average cost per day is \$30, with unlimited mileage. Military personnel in the Hampton Roads area on orders can pay as low as \$23 daily with unlimited mileage. □

for entertainment and edification; the Hampton Roads area has some of the most extensive cultural opportunities in the nation.

Devotees of dance will find a number of excellent ballet companies in the area. Old Dominion University Ballet showcases talented local dancers in several performances each season. The Tidewater Ballet features nationally acclaimed guest artists and local talent, and has its own Academy of Ballet.

Stage lovers will find ample opportunity to pursue their passion in Hampton. There are four stage theaters in the area — The Little Theatre of Norfolk, Tidewater Dinner Theatre, Virginia Stage Company and The Riverview Playhouse.

Opportunities to enjoy fine art abound. The area's nine art galleries offer works ranging from 19th and 20th century American and European artists to nautical art and seascapes by local artists. Most of the local art is for sale and can often be acquired at a bargain price during the large art shows that are usually featured during any of the area's many festivals.

There are frequent concerts throughout Hampton Roads. Chrysler Hall in Norfolk, Hampton Coliseum in Hampton, and the Virginia Beach Pavilion offer a variety of concerts — classical,

rock, country, big band and just about anything else you can think of — to an enthusiastic public.

One of the most important factors in gauging the quality of life of any community is the variety and quality of educational opportunities. The Hampton Roads area scores well on both counts; there are several excellent colleges. Old Dominion University, Norfolk State University, Hampton University, Hampton Roads Regional Center, CBN University (operated by the Christian Broadcasting Network), and Virginia Wesleyan College are the major college-level institutions in Hampton Roads, and a number of other universities and colleges outside the area offer programs through Navy Campus offices. The region also has a variety of community colleges and technical schools offering specialized education and training. The supervisor of adult education for the Navy can be reached at 441-2957.

The public schools are a source of pride to area residents. Newcomers should note that pre-school physical exams are required for all children entering the Hampton Roads public school systems. Kindergarteners must be five years old — and first-graders must be six years old — by Dec. 31 of the year they will attend.



Left: Tug ties up at Naval Station's pier. Below: USS *Ticonderoga* (CG 47) crewmen prepare to transfer missiles. Bottom: USS *Austin* (LPD 4) from the bow looking aft.



Photo by PH2 Chris Holmes



Photo by PH2 Chris Holmes

For more information about Chesapeake schools, call 547-0153; Norfolk, 441-2237; Portsmouth, 393-8751; Virginia Beach, 427-4585; Yorktown, 898-0300; Hampton, 857-8411; Newport News, 599-8600.

Clearly, the Hampton Roads area communities contribute to the quality of Navy life through entertainment, educational and cultural opportunities; by the same token, Navy members and their dependents contribute an abundance of talent and time in the cities' wide-ranging community activities. Navy men and women are Big Brothers, Big Sisters, youth group leaders, scout officials, Chamber of Commerce members, tutors at area schools and colleges and so much more.

While Navy members do much to make the Hampton Roads area a better place to live, local communities have been making major improvements, too.

Several years ago, community leaders helped clear out the once infamous "strip" — a row of bars, tattoo parlors, locker clubs and souvenir shops, which used to be located just outside Naval Station Norfolk. The Navy was allowed to purchase the land and raze the structures. Now there's the modern Sewell's Point Dental Clinic and the Naval Medical Clinic, new warehouses and a Navy Tourist and Information Office.

The new construction hasn't been limited to the neighborhoods around the Naval Base.

Norfolk's downtown area has also

benefited from a startling face-lift in recent years. The designer of Baltimore's Harborplace and Boston's Faneuil Hall, James Wilson Rouse, was also the designer of Norfolk's now-famous Waterside, a marketplace and festival area offering evening boat rides, an exotic variety of restaurants, dozens of retail stores and speciality shops, sidewalk musicians, mimes, jugglers and a park and marina.

The renovation of the Norfolk waterfront hasn't stopped with the shops and restaurants. There has been major business construction in recent years, culminating in several impressive skyscrapers. Most notable of these is the World Trade Center, which houses a trade library, conference rooms, coffee shops, a cafeteria, language and translation classes for the maritime community and commercial office space for the Virginia Port Authority, a member of the World Trade Center Organization.

But while there is much to enjoy in newly-renovated downtown Norfolk, the Hampton Roads area's real playground is a 15-minute drive to the east. Virginia Beach, home for many military families, claims to be the world's largest resort city. It offers a 28-mile beach front, restaurants and night-spots, countless souvenir and T-shirt shops, museums, theaters, bicycle rental shops, go-carting and, of course, water sports. Since the climate is generally moderate (there are four distinct seasons), with occasional light snow during the winter months and hot and

Norfolk

humid summers, millions descend on the beaches from May to September. The girl/boy-watching is said to be the best on the East Coast.

If one goes east of Norfolk to play, then to the west is where the work gets done — in the shipyards. Portsmouth, across the Elizabeth River from Norfolk, has been known for well over a century for the Norfolk Naval Shipyard.

NNSY is home for thousands of sailors whose ships are undergoing major overhauls. Last year, the shipyard completed 14 major overhauls on large combatants and 637 overhauls on auxiliary and support craft. It is the world's largest shipyard devoted exclusively to ship repair and conversion work.

But NNSY is only the oldest shipyard in the area. The biggest is on the north bank of the James River.

Newport News Shipbuilding and Drydock Co., on the Hampton Roads Peninsula, is the largest private employer in Virginia. Although it is a civilian ship-

yard, it is duty for many sailors while their ships or submarines are under construction and going through sea trials.

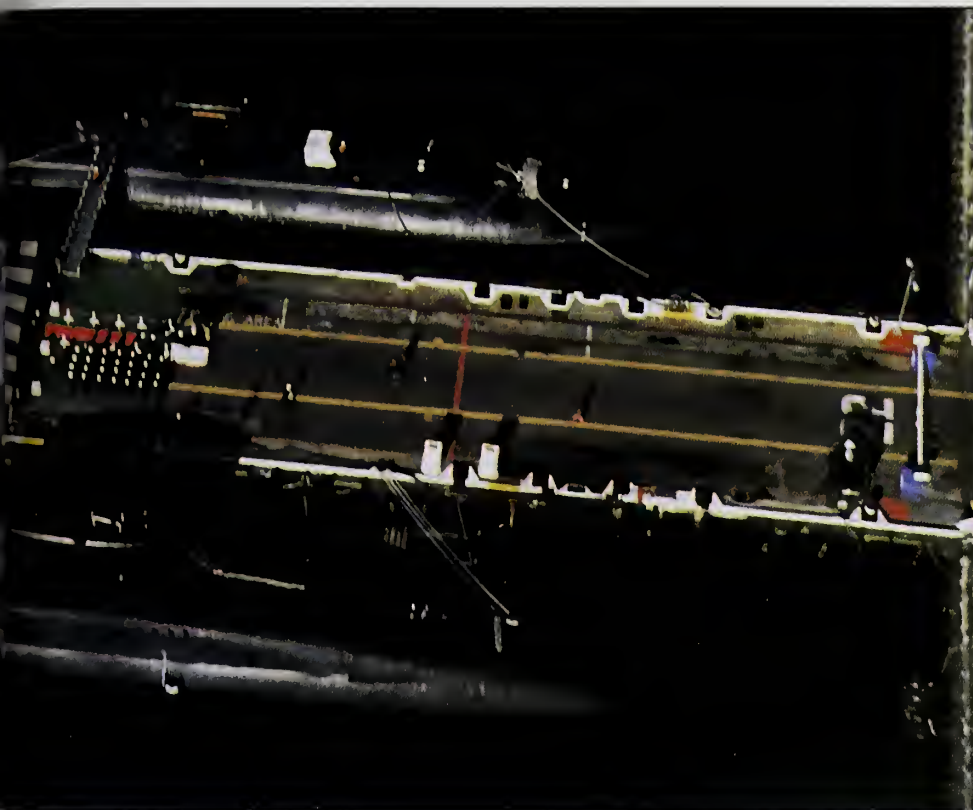
Recently, the yard celebrated its 100th anniversary as it launched the nuclear-powered attack submarine *USS Newport News* (SSN 750). *USS Theodore Roosevelt* (CVN 71) was launched in 1986 and *Abraham Lincoln* and *George Washington* are two other nuclear-powered aircraft carriers now under construction at Newport News.

Once these awesome ships are built and launched, they have to be armed. That job is handled north, a few miles up the York River.

The only combat stevedores in the Navy are located at the Cheatham Annex, near Williamsburg. Nearby, at the U.S. Naval Weapons Station, Yorktown, some 3,000 military and civilian personnel work together to store and load virtually every weapon in the fleet's arsenal. In the process, the Yorktown and Cheatham personnel attached to the



Photo by PH3 Joan Zopf



Far left: USS *Puget Sound* (AD 38) and USS *Comte de Grasse* (DD 974) host visitors during Norfolk's annual Harborfest. Upper left: Elevated view of USS *Baltimore* (SSN 704) and USS *Nathanael Greene* (SSBN 636) during *Nathanael Greene*'s decommissioning. Lower left: Ships large and small moored at Naval Station, Norfolk. Top: Returning sailor greets wife and son. Bottom: USS *Harry E. Yarnell* (CG 17) moored in Norfolk.

Norfolk

port group are often busy up and down the East Coast performing joint military amphibious and cargo delivery operations.

As with most work sites in the Hampton Roads area, there are outstanding recreation opportunities nearby.

The Yorktown Visitors' Center, commemorating the Revolutionary War battle that finally brought independence to the United States, sits on the west bank of the York River, just outside the gate to the Weapons Station. The center offers information exhibits and Revolutionary War displays. Here the sights and sounds of the American Revolution are relived.

Colonial Williamsburg is just up the road. With more than 173 acres, 88 original 17th and 18th century buildings and at least 200 reconstructed buildings, the town, populated as it is with appropriately costumed employees, recaptures the architecture and spirit of the 18th century capital of Virginia.

In Hampton Roads, much more is brought to life. Military families and civilians of all races and cultures continue to help build a vital and ever-growing community. They breathe life into the



Photo by PH3 Joan Zopf



Photo by JO2 Jodelle Blankenship



Photo by PH2 Carl Duvall

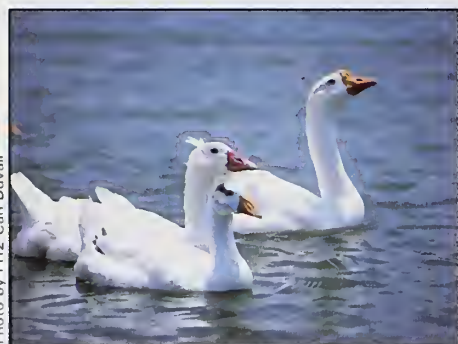


Photo by PH2 Carl Duvall

Above: Geese grace Little Creek's Lake Bradford. Upper right: Dancers perform at Norfolk's annual Azalea Festival. Far right: Many sailors and retirees enjoy Naval Amphibious Base, Little Creek's golf course. Right: Pilot welcomed home with American flag.

huge hulls of steel that find their home here when not sailing the world's oceans. They keep the aircraft flying. They keep the weapons systems armed and ready. They make Hampton Roads what it is: good duty. □

Blankenship, now attending Syracuse Univ., was at NIRA Det 4 when she wrote this story.

Sailors enjoy an afternoon of volleyball at Naval Amphibious Base Little Creek's Lake Bradford.

MORE INFORMATION

A very useful area guide, which provides basic information for Norfolk newcomers, called *The Navy in Hampton Roads*, may be available at your local public affairs office. Anyone anticipating coming to the Hampton Roads area may wish to consult that guide.



Festivals

There are numerous festivals and special events celebrated throughout the area, year-round. Among the major community events are Norfolk's Harborfest, the Virginia Beach Neptune Festival, Ghent Arts Festival, Chesapeake Jubilee Festival, Norfolk's Azalea Festival, Hampton's Bay Days and The Portsmouth Seawall Festival.

Harborfest began in 1976 as the Norfolk Operation Sail, attracting 50,000 people that year. More than one million now participate in the downtown waterfront celebration of Norfolk's maritime heritage on Memorial Day weekend.

Portsmouth's Seawall Festival has been celebrated for more than 100 years. For the last 15 years, the Seawall Art Show and a parade have been a part of the celebration which takes place across the Elizabeth River from Harborfest

on Memorial Day weekend.

The **Neptune Festival** celebrates Virginia Beach's success as the largest and fastest growing city in Virginia. Boardwalk Celebration Weekend, Heritage Day, Healthfest, a tennis tournament, triathlon and a formal ball are among the festival's summer-ending events. The Blue Angels are featured in the annual Neptune Festival airshow.

The **Ghent Arts Festival** takes place Mother's Day weekend when the Ghent section of Norfolk becomes a giant outdoor art festival for the community to view and purchase their favorite art pieces.

The **Chesapeake Jubilee** is oriented toward family participation and over 300,000 people enjoy the three-day event held on the 13-acre site adjacent to Greenbrier Mall in Chesapeake.

Norfolk's Azalea Festival celebrates the North Atlantic Treaty Organization, Allied Command Atlantic, in Norfolk, and the close ties between the people of the Hampton Roads area and the command's multinational staff. Military personnel and civilians work hand-in-hand setting up festival activities.

Even with its name changed from Hampton Fair Days to **Hampton's Bay Days**, this festival is still designed to improve the quality of life of Hampton citizens by promoting the Chesapeake Bay as a recreational and industrial area and by bringing economic development to the area. The celebration is held over many blocks of downtown Hampton overlooking the bay and activities include a tennis tournament, bike races and a yacht race. □

Thoughts on the Norfolk/Tidewater area

Lt. Cmdr. John Lloyd is a Norfolk-area native — a 1970 graduate of Portsmouth, Va.'s Cradock High School. A 13-year Navy veteran, Lloyd has been stationed aboard ships homeported in San Diego and Mayport, and reported to Norfolk in July 1987 for his first tour here. He noticed some changes.

"Right outside the naval base main gate there used to be a large number of 'businesses' designed to take advantage of sailors, everything from tailors and bars to dancehalls. Those were torn down and now you have a 'clean' street.

"What I particularly recall about the

"...it's just so much more cosmopolitan than some smaller duty stations."

area itself, though, is that it has improved by leaps and bounds as far as things to do. It's always been a place of historical interest — the Yorktown battlefields and Williamsburg. There's also camping, hunting and fishing, and all sorts of other outdoor sports available.

"The cost of living is moderate, all the things to do here . . . it's just so much more cosmopolitan than some smaller duty stations.

"My wife is totally in love with the area. She had visited here. But we moved here in July to live, and she has come to really like the weather and the shopping convenience of not only the variety of exchanges and commissaries but also the civilian shopping opportunities.

"We particularly like the seasons. Because we're so close to the Gulf Stream, temperatures are more moderate here than they are further inland, such as in Washington, D.C.

"The pace of the traffic and the tension involved is much less than larger cities.

"I'd love to retire here." □

Journalist 2nd Class Thomas M. Logan is assigned to the Navy Public Affairs Center, Norfolk. Before that, Logan was stationed for three years aboard USS *Saipan* (LHA 2), homeported in Norfolk. He first served in Norfolk in 1982 aboard the dock landing ship USS *Austin* (LPD 4).

"I have found the cost of living to be high here, and wages for my wife are low. For example, a newspaper ad in Norfolk advertises for an accountant with wages of \$12,000 a year. In Minneapolis, an accountant starts in the low \$20,000-a-year bracket, but the cost of living there (in Minneapolis) is the same as here.

"Educationally speaking, there are good opportunities here through the master's level, but only limited doctoral programs. Tuition rates are high, for state-supported schools.

"It is an excellent area for visiting historical sites, especially from the Colonial and Civil War periods.

"One major drawback for me is the

"One drawback for me is the horrendous base traffic."

horrendous base traffic. Parking on base is worse. Commissary shopping near paydays is an absolute 'zoo.'

"As for setting up house — fringe areas like Newport News would be attractive places to live because of lower prices and a lot less traffic. Their major drawback is having to come to work and return home through the Hampton Tunnel, under the Elizabeth River, which in itself can be a real juggernaut." □

Navy wife Dahlia G. Garcia, whose husband — Petty Officer 2nd Class Lorenzo M. Garcia — is stationed aboard the Norfolk-based aircraft carrier USS *John F. Kennedy* (CV 67), enjoys the area. A native of Corpus Christi, Texas, Mrs. Garcia arrived in Norfolk in April 1987 for the first time.

"I like living next to the base because of the convenience of the exchange and the commissary.

"The city of Norfolk provides numerous recreational opportunities such as tennis, softball and bowling.

"We are a Hispanic family and attend a church that provides services in our language, which is important to us.

"The school my children attend is nearby, which makes it very easy for me to discuss my children's educational needs with their teachers and principal. It also affords me the opportunity to volunteer to assist the school whenever I want.

"My daughter has needed a lot of assistance with her math, and my son has a speech impediment and attends speech therapy twice a week — the school has offered excellent assistance in providing help in both cases.

"The availability of medical care is one aspect of living here that could stand some improvement. As for the availability of pediatric services — I'm

"Overall, I'm satisfied with living here in Norfolk."

satisfied with them in that I haven't had to wait for long periods for pediatric care.

"Overall I'm satisfied with living here in Norfolk. Most of the people I've met are very nice and friendly." □

Bearings

Bicycling for those who can't

A bicycling duo from the Norfolk-based aircraft carrier *USS Coral Sea* (CV 43) pedaled 640 miles through stormy weather to bring a little sunshine to the Muscular Dystrophy telethon last fall in Virginia Beach, Va.

Aviation Electronics Technician 2nd Class Mario Vittone and Aviation Fire Control Technician 2nd Class Greg Raymond left Norfolk Naval Station on their four-day bike-a-thon that raised \$4,000 from *Coral Sea* sailors and Norfolk community sponsors. The fund drive was bolstered by a telethon held on board *Coral Sea* where sailors donated \$1,400.

Vittone and Raymond were part of a five-member team that represented the ship. Three of their shipmates accompanied the cyclists in the ship's van providing them with bicycle maintenance and medical assistance.

The cyclists, encountering heavy rain and strong winds during their journey through Virginia and North Carolina, still averaged 160 miles each day. As the bicycling team passed through towns along the way, telethon banners posted on the van brought cheers from local residents. "We felt great about representing *Coral Sea* and being close to the com-

munity," said Raymond.

Upon reaching the Muscular Dystrophy telethon headquarters in Virginia Beach, Vittone and Raymond presented the check for \$4,000.

Despite the foul weather they encountered, Raymond and Vittone are planning a second annual Muscular Dystrophy bike-a-thon. More sponsors, more riders and more money are three priorities of the team, Raymond said. He added, "More sunshine would be nice, too." ■

— Story by JO3 Greg Carter, *USS Coral Sea*

War-of-tugs

Large harbor tugboats at Naval Station, Pearl Harbor, competed recently for awards in the YTB Efficiency Program. Modeled after the Fleet Battle Efficiency Program, the YTB competition determines which tug is best in the areas

of damage control, engineering, deck seamanship and operational efficiency.

The large harbor tugboats assigned to the Naval Station undergo a continuing schedule of inspections and evaluations. Damage control requirements are the

same as for fleet units; firefighting, flooding and crew completion of damage control PQS are all evaluated.

The engineering evaluation is based upon engineering casualty control exercises, preventive maintenance, engineering reliability, adherence to the oil analysis program and completion of ships' systems PQS.

Evaluation in deck seamanship is based on graded exercises for man-over-board and abandon-ship drills. Crews are also tested for their general knowledge of their craft's daily operations.

In addition to awarding the engineering "E," the damage control "DC" and the deck seamanship "D" with crossed anchors, the tugboat with the highest overall score is awarded the Gold Tugboat "T." ■

— Story by JO2 Diane Jacobs, Hawaii Navy News, NS Pearl Harbor

While shipmates look on, the excellence in engineering "E" award is painted on *USS Waxahachie* (YTB 814), awarded to the large harbor tug after six months of competition with other tugs at Naval Station, Pearl Harbor. Photo by Baron Sekiya.



Bearings

Violent peace

A memorial erected by the 1st Class Petty Officers' Association, Naval Air Facility Detroit, honors the sailors and marines who died in the attacks on USS *Stark* (FFG 31), the Marine barracks in Beirut, and USS *Liberty* (AGTR 5), which was accidentally fired on by Israeli aircraft and torpedo boats in 1967.

"I join you in pledging never to forget the sacrifice made by these men, these heroes," said U.S. Senator Carl Levin (D-Mich.), guest speaker for the memorial service. "I am honored to participate in this ceremony of remembrance."

Family members of the three Michigan sailors who died on *Stark* attended the service. ■



Photo by JO2 Joe Parker, NAF Detroit, Mich.

Saving \$ through reutilization

Training-related components with a value of \$14 million were reutilized in fiscal year 1986 by repair instructors at Norfolk's Fleet Training Center. A civilian reutilization specialist at the base Defense Reutilization and Marketing Office noticed the components were being delegated to scrap, and a phone call to the instructors brought a quick, positive response. The components, from 155 outdated aviation computer systems, had been removed from older aircraft and replaced by state-of-the-art equipment.

"We have an ongoing need for printed circuit boards, printed wiring boards, and other electronic modules and assemblies," said instructor Rowland L. Bussler. "They provide hands-on experience for students in our miniature/microminiature repair program at Norfolk, and for similar programs in California, Colorado and elsewhere in Virginia."

Bussler and his co-instructors discovered many other items for use in their program, and soon began utilizing warehoused surplus shelving, storage cabinets, chemicals, cleaning fluids, solvents,



Instructor helps student with soldering techniques at FTC Norfolk.

microscopes, solder, lamps and even dental tools for use in handling small circuitry. Reutilizing such supplies satisfied many of the school's needs without out-of-pocket expenditures, saving millions of taxpayer dollars. ■

— Story and photo by Victor Haagen, PAO, Defense Reutilization and Marketing Region, Columbus, Ohio.

High school students 'walk the sail'

High school students piloted the nuclear submarine USS *Haddo* (SSN 604) during an eight-hour daylight cruise off the coast of southern California as part of their award for being the top science students in the nation.

The 25 students, all Naval Science Award winners, were the guests of the Navy for 10 days in San Diego where, in addition to the submarine excursion, the young scientists were introduced to practical application of modern technology at various research and development activities.

The students toured the Naval Ocean Systems Center, talking to technicians, scientists and engineers; they visited the Coronado amphibious base and the Basic Underwater Demolition School; they toured the new Navy Hospital at Balboa, examining the robotic supply system; and they visited the submarine base training center where they received hands-on training on the submarine dive simulator, training that paid off during their time aboard *Haddo*.

The Navy included aviation experiences for the young scientists as part of their award. They visited Miramar Naval Air Station, examining the F-14 *Tomcat* and taking turns on the F-14 simulator. They also made a pier-side visit to USS *Ranger* (CV 61) at NAS North Island.

Other tours included USS *Chandler* (DDG 996), for a look at the surface force of the Navy, the Navy's data processing school in San Diego, the Marine Corps Base at Camp Pendleton and its computer center, and the Scripps Institution of Oceanography in La Jolla.

The Naval Science Awards Program is a broad-based effort to recognize high-school-level scientific achievement at state and regional science fairs nationwide. ■

Adopt-a-sailor

In a role reversal of the U.S. Navy's "Adopt-A-School" partnership in education program, nearly 400 Florida schools from Miami to Pensacola recently "Adopted-A-Sailor" on the newest *Ticonderoga*-class guided missile cruiser, USS *Leyte Gulf* (CG 55).

Approximately 800 students participated in the adoption ceremony that took place at the cruiser's commissioning site in Port Everglades, Fla.

According to Commissioner of Education Betty Castor, the Florida Department of Education selected public and private schools statewide to participate. Each school adopted one of the 400 crewmen aboard *Leyte Gulf*.

As the guided missile cruiser sails around the world, crew members will share letters, video tapes, photographs

and other materials relating to the various ports of call made by the ship. Adopting schools, in return, will share information about their school and community.

Since being commissioned, *Leyte Gulf* is homeported at Naval Station Mayport, Fla. Students from adopting schools may now visit the ship when it is in port. During visits, representatives from the adopting schools will be introduced to the crew member they've adopted and will board the guided missile cruiser for a special tour.

"Since our homeport is Mayport, we can truly be considered 'Florida's own cruiser,'" said Captain Jette Browne, commanding officer of *Leyte Gulf*. "The opportunity for students from around the state to interact with my crew makes

this program especially meaningful."

"Adopt-A-School" is part of the Partnerships in Education segment of the Chief of Naval Operations' "Personal Excellence" initiative. The program is designed for ships to adopt schools within its homeport area. In adopting the schools, Navy personnel have provided examples in self-discipline, fitness, responsibility and citizenship.

Through class visits and tutoring by Navy members and field trips and overnight stays aboard Navy ships for school children, educators and Navy leaders hope to enhance the education of the thousands of students who take part in the "Adopt-A-School" program. ■

— Story by Lt. Cmdr. Dennis Hessler, Public Affairs Office, NAS Pensacola, Fla.

Fireroom . . . or 'wateroom'?

They're not as visible as many other departments aboard ship, and many sailors take for granted the product this department produces, but USS *Proteus* (AS 19) could not fulfill her mission without the fireroom crew and the water they produce.

"We all use water, a few of us use too much of it," said Machinist's Mate Senior Chief Dennis O. Timmins, "and it's my crew that provides it on *Proteus*." Timmins, as the fireroom leader, is responsible for the production of up to 80,000 gallons of fresh water for the crew and feedwater for the boilers each day.

"We produce the water underway, and it goes fast," said Engineman Paul A. Griffin. "It's a constant job."

The fireroom crew is also responsible for water treatment and maintaining boiler water/feedwater chemistry, as well as the equipment, such as boilers, evaporators and pumps.

The 21 men in the fireroom crew, con-



sisting of personnel in the boiler technician, machinist's mate and engineman ratings, must each have the ability to operate the boilers, run the evaporators and maintain the water chemistry. "Being in the fireroom is a great challenge," Timmins said.

"The people who work with me are knowledgeable and tough. They have made my job a lot easier."

Fireman checks for corrosion in *Proteus* boiler. Photo by PH3 Drake Zabriskie.

It's the hope of the fireroom crew that sailors will better understand the work required to produce water, and not take their water supply for granted. ■

— Story by JOC Frank W. Fisher, USS *Proteus* Public Affairs

Entomology

BUG BUSTING in the Philippines

Story and photos by PHC Chet King

Trekking through the dense Philippine jungle is dangerous enough during daylight hours when the tropical sun is hidden by a triple canopy of foliage. Imagine trying to climb steep, rain-soaked jungle ravines in the pitch-black of night, hoping you don't lose your footing and fall into a den of deadly cobras.

This is the working environment of Navy Lt. Robert Brian Gay, a medical entomologist and his team of "mosquito busters" as they track down the breeding areas of the elusive malaria-carrying mosquito, *Anopheles Flavirostris*.

"Everything comes out at night in the jungle," Lt. Gay said, "including mosquitos." The *Anopheles* breeds in the dense foliage and the abundant streams and ponds. "It's active from 8 p.m. to 5 a.m., so with backpack sprayers and ultra-low-volume fans, we set out through the Marine jungle training areas twice a month.

"Each of us on the team gets about two hours sleep on a bed of bamboo. The rest of the night we're spraying," Gay said. They have to be careful where they step. "One night I stepped on what I thought was a tree log. It squealed,

jumped up and took off, scaring the daylight out of me."

The 34-year-old lieutenant from Moscow, Idaho, is head of U.S. Naval Hospital Subic Bay's Entomology Branch of the Preventive Medicine Unit at the 7th Fleet's largest support facility.



"As one of the 36 medical entomologists in the Navy, I head a team of three preventive medicine techs and two Filipino biological technicians. Our job is to keep the Department of Defense personnel stationed here and visiting fleet sailors and Marines free from diseases carried by mosquitos and other insects," Gay said.

"In the Philippines, there are hundreds of species of mosquitos plus other exotic insects and spiders which have the potential for causing big problems for us. That's why, by being here, we feel like we're on the cutting edge in the world of military entomology," the six-year Navy officer said.

Petty Officer 2nd Class Steve Krysiak from Exeland, Wis., has been on the entomology team for three years.

"In 1985, 86 Marines came down with malaria they picked up at the training

A tire used as a swing (left) is checked for standing water and mosquito larvae. Lt. Robert Gay (opposite page) holds two exotic but harmless beetles. Preventive medicine tech Ed Boles (far right) dips for mosquito larvae as a sprayman stands by.

areas here. We don't want that to happen again," he said. "From January to June of 1986 there were 59 reported cases, but so far this year we have had four reported cases.

"Malaria cases treated at the naval hospital require two weeks of rack time (bed rest) and the administration of the anti-malarial drug Fansidar and quinine," Gay said.

Gay and his people are working to keep the hospital workload down.

"We've designed an integrated mosquito control program strategy. We conduct research studies and jungle surveys all-year-round," Filipino bio-tech Lory Panganiban said. He has been with the entomology team for 17 years.

"Our busiest times are May and November, just before and after the

rainy season, when the streams are slow," Panganiban said. "Fortunately, we have a lot of volunteers, both American and Filipino."

The team's job also takes them into the local community and villages adjacent to the Naval Facility and training areas. There they conduct medical civic action projects and take frequent blood smears for malaria. Gay dispenses drugs through the local health officials for those people whose blood tests positive for the malaria parasite. If mosquito breeding areas of *Anopheles* are found, larvaciding and chemical spraying are done.

"In May 1985, the population in the barrio of Mabayo, on the perimeter of the base, was found to be 25 percent positive for malaria. After treatment and monthly spraying the incident rate



Bug busting

dropped to less than one percent in October 1986," Gay said.

Gay and his team work closely with the Naval Medical Research Unit in Manila. The unit is conducting research at a village on the naval reservation.

Manny Vinluan, another Filipino biotech, has spent a lot of time with the villagers, who provide perimeter security to the base.

"We're looking into the possibility of malaria cases that are potentially resistant to local anti-malaria medicines," he said.

The team also keeps a small menagerie made up of Philippine water buffalos called carabao, pigs and mosquito-eating fish.

Hospital corpsman Ed Boles from Gloversville, N.Y., has spent a few sleepless nights with a young female carabao,

in a tent, collecting mosquitos.

"We call it a CBT, or carabao baiting trap," Boles said. "Mosquitos feed on the animal, then rest on the net we have over it. We collect the mosquitos at 10 p.m., 2 a.m. and 5 a.m. Later we take them back to the lab for identification."

Blood samples of pigs kept at the base riding stables are collected periodically to determine the presence of the Japanese B encephalitis virus. This is another insect-borne disease marked by headaches, fever, tremors and convulsions.

"Our control program is going along smoothly," Gay said, "We know what we have to do, and we have the personnel and facilities to do it."

Entomologists like Gay agree that the best way to protect the troops from insect-borne diseases would be inoculation. The Navy and other government

agencies are working together on a vaccine for malaria.

Until a breakthrough comes, Lt. Gay and his entomology team of "bug busters" will be trekking through the jungle controlling Subic's mosquito population. □

King is assigned to 7th Fleet Public Affairs Representative, Subic Bay, R.P.

Preventive medicine technician Ed Boles collects mosquitos at 5 a.m. in the carabao baiting trap. The mosquitos will be taken back to the entomology lab for identification. If disease-carrying species are identified, the area will be sprayed. Young female carabao observes procedure with understandable interest.



1

Navy Rights & Benefits



Survivor Benefits

With this issue, All Hands renews its series on Navy Rights and Benefits. These articles have proved to be extremely popular with our readers, providing basic information on topics such as Educational Opportunities, Commissaries and Exchanges, Veterans Benefits, Family Assistance and many others.

The series will outline many programs that contribute to the welfare of active duty personnel and their families and survivors, as well as members of the Naval Reserve and retirees.

A limited number of additional copies of each article can be obtained from Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

Job security and your base pay aren't the only benefits of your Navy career. To determine the actual value of being in the Service, you must consider a whole range of benefits available to active duty sailors, retired personnel and family members. Benefits for survivors form an important part of what you're entitled to as a Navy member.

This article on survivor benefits outlines the Survivor Benefit Plan. It includes a table which briefly describes allowances and services for survivors of active duty personnel and retirees. Space limitations prevent *All Hands* from including more complete details, so it is important that you contact directly the sources listed for further information.

The final two pages provide a form that you can use to plan your family's future. It will help you establish total survivor benefits and also give you an account of your family's financial standing.

Survivor Benefit Plan

Sometimes the hardest things to talk about in life are also the most important. Death and the benefits available to our survivors are among those things.

When people retire from the Navy they are often secure in the belief that a retirement check will arrive in the mail each month, like clockwork, for the rest of their lives. It is sobering, however, to realize that the checks stop when the retiree dies. What about the family? How will the bills get paid? What about the

children's education? An avalanche of questions pour forth with the realization that one's family may be financially secure now, but not necessarily later.

For many military retirees, the answers to these and other money questions can be found — at least in part — in the Survivor Benefit Plan for the Uniformed Services.

The Survivor Benefit Plan provides a limited income to the deceased retiree's beneficiaries. The amount of that income is determined by the monthly contribution the member elects to have deducted from his/her pay. This monthly income is equal to 55 percent of the full amount of the member's retired pay or 55 percent of any selected amount of retired pay over \$300 per month. This amount is adjusted periodically by cost-of-living increases.

For example, if a typical chief petty officer receives \$1,000 per month in retainer pay, the SBP monthly payment to his beneficiaries after his death would be \$550 (base amount \times 55 percent = annuity).

Suppose that same chief petty officer before retirement elected a lesser amount than the maximum coverage, say \$300 (the minimum amount which may be designated under SBP). Then the monthly SBP annuity would be \$165.

Keep in mind that the above figures represent gross amounts; annuities paid under SBP are subject to federal income taxes. SBP annuities are excluded, however, from inheritance taxes.

Military retirees will automatically be enrolled in the Survivor Benefit Plan at the maximum coverage level at the time of their retirement or transfer to the Fleet Reserve, unless they request coverage less than the maximum or decline participation in the program. Since March 1, 1986, if a member elects less than maximum coverage his/her spouse must concur with this decision.

So far, SBP is a pretty simple plan to understand. You pay money in return for a guaranteed income for designated beneficiaries after your death. But, there are a couple of things that tend to complicate the picture without decreasing the annuity paid to those beneficiaries. The two central ideas to understand are the DIC offset and the two-tiered SBP benefit system.

DIC-Offset — A surviving spouse may be eligible for Dependency and Indemnity Compensation payments from the Veterans Administration after the retiree dies. These benefits may offset or reduce the amount of SBP payments being made to the spouse under varying circumstances. First, we look at how DIC works in relation to SBP.

Suppose Senior Chief Jones suffered a service-related injury while on active duty. After retirement, Senior Chief Jones (who had enrolled in the Survivor Benefit Plan) died as a result of complications which developed from that injury. Since his was a service-connected death, his widow, any unmarried children under the age of 18 (as well as cer-

Survivor Benefits

tain handicapped children), children between the ages of 18 and 22 attending a VA-approved school, and certain dependent parents are eligible for DIC.

DIC is a monthly benefit based on the member's paygrade. It is exempt from federal income tax and may be received simultaneously with full Social Security benefits.

Senior Chief Jones' widow receives a monthly DIC of \$621. This \$621 is deducted from any SBP benefits she receives each month, so there is no change in her monthly annuity (although that tax-free \$621 will result in less overall tax on her annuity). That's the DIC offset.

(For more information about Veterans Administration Dependency and Indemnity Compensation as well as facts on other VA programs, see the pamphlet "Federal Benefits for Veterans and Dependents," available from the Veterans Administration.)

In this discussion of the DIC, the word "offset" may be a bit misleading since the total amount of money is never reduced as a result of DIC. It's simply that the money may come from a different source under different circumstances.

Two-Tiered System — The Social Security offset has been eliminated and was replaced with a two-tiered benefit system on March 1, 1986. Under the new two-tiered system the beneficiary will receive 55 percent of the base amount selected until age 62, and 35 percent thereafter. Current beneficiaries and future survivors of anyone who was eligible for retirement on or before Oct. 1, 1985, are "grandfathered." (When the survivor reaches age 62, the Navy Finance Center will compute the annuity both ways, using the two-tiered system and using the Social Security offset, and give the sur-

vivor the greater annuity of the two methods.) Former spouse elections made after March 1, 1986, are computed under the new two-tiered system.

For members who became eligible for retirement after Oct. 1, 1985, annuities will be computed using the two-tiered formula. Most survivors will receive a greater monthly benefit under the new two-tiered system. Below is an example, using a base amount of \$1,000.

Under SBP, many types of coverage are available at varying costs: spouse-only coverage, former spouse, former spouse and children, spouse and children, and insurable interest coverage.

Spouse-Only Coverage — As its name says, this is coverage for a retiree's spouse only. It is important to keep in mind that an election to cover spouse-only, once effective, is irrevocable, although the cost of coverage will not be deducted in any month when there is not an eligible spouse beneficiary. Retired members whose SBP coverage is suspended because of the loss of a spouse now have the option to elect not to resume spouse participation upon remarriage.

If coverage for a spouse is declined at time of retirement, coverage for that spouse, or any subsequent spouse, cannot be provided at any later time.

If there is no eligible spouse at the time of retirement, coverage for a spouse acquired after retirement may be provided. Such an election must be submitted within one year of the marriage and the spouse must have been married to the retired military member for a minimum of one year immediately before the retiree's death (or a surviving child must have been born of the marriage) to be eligible to receive an SBP annuity.

The cost of this spouse-only coverage is 2.5 percent of the first \$318 (subject to increase as active duty pay increases) plus 10 percent of any amount over \$318. See the chart on page 38 for more details. For example, on January 1, 1987, this low-cost amount increased to \$318 because of the 3 percent pay raise ($\$309 \times 1.03 = \318). Premiums deducted for SBP are not subject to federal income taxation. This means that if you are in the 20 percent tax bracket and elect coverage costing \$80, the "real" cost (after computing tax advantage) is only \$64. Furthermore, your coverage cannot be cancelled or premiums increased because of age or if you become "uninsurable" for any reason.

Spouse and Children Coverage — With this type of SBP coverage, the monthly annuity is paid to the surviving spouse. If the spouse is not eligible (because of death or remarriage), the annuity is paid to eligible dependent children.

The cost of this coverage is calculated using the cost of spouse-only coverage plus a small charge based on the age of the retiree, spouse and youngest child.

Under this coverage, no DIC offset will be made when SBP payments are made only to children.

Children-Only Coverage — The cost of this type of coverage is computed as a percentage of the SBP base amount and varies with the age of the retiree and the age of the youngest child. For example, a 40-year-old retiree whose youngest child is 10 years old would be charged \$3.10 on a base salary of \$1,000. An unmarried child is covered until age 18 (22 for students) or for life, should the child become incapacitated before age 18.

Former Spouse Coverage — A voluntary election can be made to cover a

Benefit	Social Security Offset	Two-Tiered System
until age 62	\$550.00	\$550.00
age 62 and older	\$330.00	\$350.00

Survivor Benefits

Survivor Benefit Plan—Spouse Only—Monthly Amounts

Base Amount of Retired Pay	Monthly Payment for Surviving Spouse (under 62)	Monthly Cost to Retiree*	Net Balance to Retiree***
\$ 100.00**	\$ 55.00	\$ 2.50	\$ 97.50
200.00**	110.00	5.00	195.00
300.00	165.00	7.50	292.50
350.00	192.50	11.15	338.85
400.00	220.00	16.15	383.85
450.00	247.50	21.15	438.85
500.00	275.00	26.15	473.85
550.00	302.50	31.15	518.85
600.00	330.00	36.15	563.85
650.00	357.50	41.15	608.85
700.00	386.00	46.15	653.85
750.00	412.50	51.15	698.85
800.00	440.00	56.15	743.85
850.00	467.50	61.15	788.85
900.00	495.00	66.15	833.85
950.00	522.50	71.15	878.85
1000.00	550.00	76.15	923.85
1100.00	605.00	86.15	1013.85
1200.00	660.00	96.15	1103.85
1300.00	715.00	106.15	1193.85
1400.00	770.00	116.15	1283.85
1500.00	825.00	126.15	1373.85
1600.00	880.00	136.15	1463.85
1700.00	935.00	146.15	1553.85
1800.00	990.00	156.15	1643.85

*Withheld from retired pay. Monthly premiums are discontinued if marriage is terminated by death, divorce or annulment.

**Applicable only if full retired pay is less than \$300 per month.

***Remainder of Base Amount of Retired Pay.

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Computing Insurable Interest Coverage

Suppose you are 50 years old when you retire from the Navy and you wish to provide Insurable Interest Coverage under the Survivor Benefit Plan to your 30-year-old married daughter. Your monthly gross retired pay is \$750. The cost of such coverage is 10 percent of full retired pay plus 5 percent of full retired pay for each full five years the designated beneficiary is younger than the retiree.

The total cost will not exceed 40 percent of retired pay.

Thus, daughter is 20 years younger: $20 \div 5 = 4$; $4 \times 5\% = 20\%$;

$$10\% + 20\% = 30\% \times \$750 = \$225$$

The annuity equals 55% of the reduced retirement pay (gross pay less cost of coverage).

Thus: $\$750 - \$225 = \$525$.

The annuity equals $\$525 \times .55 = \288.75 .

former spouse. For elections made after March 1, 1986, former spouses are subject to the same restrictions as widows/widowers (e.g., must remain unmarried until age 55, may only receive one SBP annuity, and will be subject to the new two-tiered system at age 62). Cost for this coverage is the same as for spouse-only coverage.

Former Spouse and Children — It is now possible to cover your former spouse and the children from the marriage to that former spouse. If the former spouse becomes ineligible for the annuity, it is paid to the eligible dependent children. The cost is the same as for spouse and children coverage.

Insurable Interest Coverage — The final type of SBP coverage, Insurable Interest Coverage, may be provided to guarantee monthly SBP benefits to any person who has a reasonable and lawful financial expectation in the continued life of the retiree. This is legal talk for someone, other than the spouse, former spouse, or children, who is financially dependent on the retiree. It may be a brother, sister, parent or non-dependent child. If the "insurable interest person" is not one of these (e.g., a business partner), proof of financial benefit is required by the Navy Finance Center.

If there is no spouse or eligible child at the time of retirement, coverage for an eligible person with an insurable interest may be elected.

The cost of this coverage is figured as follows: 10 percent of full retired pay plus five percent of full retired pay for each five years the designated beneficiary is younger than the retiree, the total cost of such coverage not to exceed 40 percent of full retired pay (see "Computing Insurable Interest Coverage," table at left).

Prospective retirees must understand each type of coverage available and its cost so they can elect the plan that best provides for their family at the lowest possible cost.

Participation in SBP is an effective, low-cost means of providing a continuing income for your survivors in the event of your death. Periodic cost-of-

Survivor Benefits

living adjustments are made to the SBP annuity. Complete details are available from your command career counselor. Other sources of information on retirement, including your SBP coverage, can be found in the following Navy publications:

Navy Guide for Retired Personnel and Their Families, NavPers 15891 series. This booklet provides detailed information on retired rights, benefits and privi-

leges. This should be made available to the member during preretirement processing.

Shift Colors, published triannually by the Naval Military Personnel Command, provides updated information on retirement and serves as an official line of communication between the Navy and the retired community. Members who do not receive an issue within a reasonable time after retirement (six months) should

contact the Commanding Officer, Naval Reserve Personnel Center, Code 40, New Orleans, La. 70149, and request that their names be placed on the mailing list. *Retired Military Almanac* is an unofficial (commercial) digest of vital and factual information on military retirement rights and benefits. Mail all orders to: Uniformed Services Almanac, Department M, P.O. Box 76, Washington, D.C. 20044. □

A Quick Look at Supplemental Benefits

In addition to the survivor's benefits listed in Table 1 (page 40), there are other benefits for surviving dependents of deceased active duty members and retirees. Among these are:

Civil Service Employment Preference. Certain Civil Service preference benefits are granted to unremarried widow(ers) in connection with examinations, rating, appointment and reinstatements if they apply for a civil service position. Call or write any Civil Service employment office for details.

Fraternal Organization Benefits. Check with the nearest affiliate of any fraternal or professional organization in which the deceased held membership to learn of any insurance, burial, or other benefits which may be paid.

GI Loans. Unremarried widow(ers) of deceased military personnel may be eligible for GI Bill home loans, when death is service-connected. Contact the Veterans Administration for further details.

State Benefits. Many states provide to survivors of veterans such benefits as educational assistance, civil service preference, tax and license fee exemptions, employment assistance and bonuses. Most of the states maintain

veterans' agencies which supervise veteran and survivor benefits. The member's survivors should contact the veterans' agency in the state in which they intend to reside or the state in which the retired member last claimed residence. Any nationally recognized veterans' organization will also assist in providing information about survivor benefits.

Service Academy Appointments. Each year a limited number of appointments to: the U.S. Naval Academy, Annapolis, Md.; the U.S. Military Academy, West Point, N.Y.; and the U.S. Air Force Academy, Colorado Springs, Colo., are reserved for the sons and daughters of military members who died of war injuries. Inquiries should be sent to:

Office of Candidate Guidance
U.S. Naval Academy
Annapolis, Md. 21402

The Registrar
U.S. Military Academy
West Point, N.Y. 10996

Director of Admissions
U.S. Air Force Academy
Colorado Springs, Colo. 80840

Mortgage Guarantee. The mortgage guarantee provided as part of GI Bill Loans does not pay off the mort-

gage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the loan. The obligation to repay the loan falls to the deceased's estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee — but the government is then obligated to recover its loss from the family.

Officers and Enlisted Messes. If facilities permit, commanding officers are authorized to extend the privileges of Commissioned Officers' Messes (open), Senior Petty Officers' Messes (open), and 1st and 2nd Class Petty Officers' Messes (open) to unremarried widow(ers) or retired members of appropriate grades or rates. Such authorization may be extended to their dependents.

Contact the appropriate naval activity for more information.

Tax Relief. The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income tax for the year in which death occurred. Any tax liability outstanding against the member at time of death will be cancelled or reduced. Refunds can be made if tax on such income has already been paid. The federal estate tax is not applicable in the settlement of estates of such combat veterans. □

Table 1. Survivor benefits for

BENEFIT	DESCRIPTION
ARREARS OF PAY	Unpaid pay and allowances due to member at time of death.
DEATH GRATUITY	Designed to help defray immediate expenses, the death gratuity is six times the active duty member's monthly basic pay, to a maximum \$3,000 payable to beneficiaries, usually within 24 hours of death.
SURVIVOR HOUSING ALLOWANCE	Surviving family of member who dies while on active duty may: (1) remain in government quarters for the 90 days following date of death; or (2) receive up to 90 days of Housing Allowance (BAQ plus VHA). If the family vacates government quarters prior to 90 days, then the family will receive the cash balance of the 90 day Housing Allowance.
BURIAL EXPENSE ALLOWANCE	
Social Security	\$255 lump sum death payment to widow(er) or eligible children of member covered by Social Security.
Veterans Administration	\$300 basic burial allowance plus \$150 plot/interment allowance, if burial is not in a national cemetery. Service-connected deaths may receive up to \$1,100.
EDUCATION AND TRAINING	
Navy Scholarships	Various scholarships are available from Navy-affiliated organizations.
Navy Relief Society	
Guaranteed Student Loan Program	Education assistance loans are available to surviving dependents of Navy members.
Veterans Administration	Widow(ers) and children of members who died of service-connected causes may be eligible for up to 45 months of VA education assistance. Education loans are also available for those needing education financial assistance.
UNIFORMED SERVICES ID AND PRIVILEGES CARD (DD FORM 1173)	Unmarried widow(ers), dependent children to age 21 (23 if attending full-time institution of higher learning) and parents/parents-in-law determined to be dependent are entitled to ID card and appropriate privileges, if deceased member had retired with pay from military service.
EXCHANGE, COMMISSARY AND THEATER PRIVILEGES	Sponsorship passes may be given to unmarried widow(er) of retired member until such time as widow(er) remarries and becomes the dependent of another person. Surviving children are entitled to exchange and theater privileges if dependent on widow(er) for over half of their support to age 21 (23 if attending full-time institution of higher learning).
HEADSTONES AND GRAVE MARKERS	When burial is in a national cemetery, a headstone or grave marker is provided without cost or application. Markers for private cemeteries will be shipped free, but applicant is responsible for transportation to the private cemetery and cost of placement at the grave. If a headstone or grave marker is purchased from a commercial supplier, a maximum of \$70 toward purchase price is allowed.
HOUSEHOLD GOODS STORAGE/MOVEMENT AND RELOCATION OF DEPENDENTS	Movement of dependents who were eligible to relocate at government expense and movement of household goods allowed before the member's death are permitted within one year to any selected location at government expense, and storage in transit up to six months is allowed.
LIFE INSURANCE	
SGLI	Automatic Coverage (\$50,000 unless member elected lower amount — \$10,000, \$20,000, \$30,000, \$40,000 or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement).
VGLI	SGLI may be converted to a five-year non-renewable coverage known as VGLI (Veterans Group Life Insurance). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation, and whose service makes them eligible for VGLI, may purchase this insurance in an amount equal to or less than their SGLI if they are totally disabled, up to one year following separation.
Other Government Life Insurance	Depends upon the amounts and type of life insurance purchased by the member.
Commercial Insurance	Depends upon the amounts and type of life insurance purchased by the member.
MEDICAL CARE	Dependents of retirees who are eligible for medical care under the Uniformed Services Health Benefit Program or for the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) remain eligible for such care after the member's death for as long as the spouse remains unmarried.
NAVY MUTUAL AID ASSOCIATION	A membership organization which provides death benefits of \$25,000, assists beneficiaries in filing claims for government benefits and provides follow-up service as needed.
NAVY RELIEF SOCIETY ASSISTANCE	Provides temporary financial assistance (either a loan, gratuity, or combination of the two) to dependents of deceased Navy members plus counseling and referral services and other assistance.
RETIRED SERVICEMEN'S FAMILY PROTECTION PLAN (RSFPP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Sept. 21, 1972.
SURVIVOR BENEFIT PLAN (SBP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired after Sept. 21, 1972.
SOCIAL SECURITY BENEFITS (SSB)	SSB payments are separate from and in addition to any RSFPP/SBP or monthly VA compensation. SSB provides — depending upon eligibility — (a) monthly benefits to surviving widow(er) and dependent children; (b) MEDICARE coverage; and (c) lump sum death benefits (see Burial Expense Allowance entry).
VETERANS ADMINISTRATION DEPENDENCY AND INDEMNITY COMPENSATION (DIC)	Payable for service-connected death only. DIC is a monthly benefit determined on the basis of member's grade or rate and authorized for widow(ers), unmarried children under age 18 (as well as certain dependent children), children 18-23 (if attending a VA-approved school) and certain dependent parents of members who died in service or who died following discharge from a service-connected disability.
VETERANS SURVIVORS PENSION	Payable to widow(er) and children of a member whose death was not service-connected, providing their income needs do not exceed certain limitations and their net worth is within reasonable limits, as determined by the VA.

active-duty members and retirees

WHERE TO APPLY

Commanding Officer, Navy Finance Center, Code 301, Cleveland, Ohio 44199-2059. Phone 1-800-321-1080.

Payment of local disbursing office is automatic upon notification of death and with Commander, Naval Military Personnel Command approval.

Local disbursing office.

Local office of the Social Security Administration.

Regional office of the Veterans Administration. (Each state has at least one VA regional office.)

Commander, Naval Military Personnel Command (N-641D), Navy Department, Washington, D.C. 20370-5641.

Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1128, Arlington, Va. 22203-1989.

Regional office of the Veterans Administration.

For determination of dependency of parent or parent-in-law: Navy Family Allowance Activity, Cleveland, Ohio 44199-2087. For renewal or replacement of ID cards: The nearest naval activity authorized to issue ID cards or the Commander, Naval Military Personnel Command (N-641), Navy Department, Washington, D.C. 20370-5641.

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Director, Headstone Service (42A), Veterans Administration Central Office, 810 Vermont Ave., N.W., Washington, D.C. 20420.

The Installation Transportation Officer (ITO) at your local military activity will provide HHG information. The local military activity will also assist in the transportation of dependents.

Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.

Office of Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J. 07102-9986.

Veterans Administration Center, P.O. Box 8079, Philadelphia, Pa. 19101 (if residing east of the Mississippi River) or Veterans Administration Center, Federal Bldg., Fort Snelling, St. Paul, Minn. 55111.

Local office of the insurance company by which the member is insured.

Since changes may occur because of local service capabilities, consult your local Navy activity for entitlement information as well as for information on CHAMPUS.

Navy Mutual Aid Association, Navy Dept., Washington, D.C. 20370.

Headquarters, Navy Relief Society, 801 N. Randolph St., Room 1228, Arlington, Va. 22203-1989.

Commanding Officer, Navy Finance Center (Code 301), Cleveland, Ohio 44199-2059.

Commanding Officer, Navy Finance Center (Code 301), Cleveland, Ohio 44199-2059.

Contact local office of the Social Security Administration immediately following member's death because claims may not be honored after an extended lapse of time.

Your local VA regional office.

Your local VA regional office.

HOW TO APPLY

Submit a claim for Unpaid Compensation of Deceased Members of the Uniformed Services (SF-1174).

The local Navy disbursing office will provide assistance and information on death gratuity payments.

The local Navy disbursing office will provide assistance and information on Survivor Housing Allowance.

Apply to the local SSA office within two years of member's death.

Application must be made within two years of member's death on VA Form 21-530 by mortician, survivor, or person paying burial expenses.

NMPC will supply information on type and number of scholarships available.

Apply through the Navy Relief Society.

Submit VA Form 22-5490, Application for Educational Assistance; or VA Form 22-490W, Application for Program or Education or Training by Spouse, Widow or Widower; or VA Form 22-8725, Application for Educational Loan.

The following documents must accompany application: a copy of retired member's orders; death certificate; marriage or birth certificate (as appropriate); interlocutory of final decree of divorce (if appropriate); and letter from Social Security Administration certifying you are not entitled to Social Security hospital insurance (part A) (applicable only to widow(er)s 65 and over.)

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Submit VA Form 40-1330 for procurement of a headstone or grave marker and VA Form 21-8834 for reimbursement of commercially purchased headstone or grave marker. Forms available at any regional VA office.

The ITO will require copies of orders in addition to other selected forms. Check with the ITO for specific information.

The beneficiary will be contacted and furnished VA Form 29-8283 by NMPC-122 upon receipt of official death notice. VA Form 29-8283 and a certified copy of the death certificate are forwarded by claimant to the SGLI office for payment.

Submit VA Form 29-8283 (available from regional VA office) and certified copy of death certificate to SGLI.

In any communication with the VA about life insurance, include member's policy number, full name, date of birth and service or Social Security number, civil death certificate, VA claim file number and insurance policy number.

Consult your commercial insurance agent for specific application information.

CHAMPUS guidelines and medical care information are available from the Commander, Naval Military Personnel Command (NMPC-08), Navy Dept., Washington, D.C. 20370-5080.

Further information is available from the Navy Mutual Aid Association.

You may apply (a) in person at a Navy Relief Society auxiliary, (b) by call or telegram to their headquarters, or (c) in an emergency through the local chapter of the American Red Cross.

Submit application Form DD-768 to Navy Finance Center to receive annuities.

Submit NavCompt Form 2269 (7-78) to Navy Finance Center to receive annuities.

Assistance in making application will be provided by the local office of the Social Security Administration.

Submit application on VA Form 21-534 available from any VA regional office.

Submit application on VA Form 21-534 available from any VA regional office.

Survivor Benefits

Financial Planning for Your Survivors

What financial shape would your family be in if you died tomorrow? Suppose you got hit by a car on the way home from the ship. After the trauma of your death and funeral was past, would your family at least find comfort in the fact you'd left them financially secure? Or would your death mark only the beginning of their troubles?

The following form may help you answer these questions. Referring to the explanation of rights and benefits in the accompanying table of benefits, you can get a working idea of the amount and types of assistance your family would receive upon your death. This amount, plus your personal assets, will give you an idea of the resources your family may

draw upon after you're gone.

How much they will have to draw and when can be figured in the part on Personal Obligations. Subtracting this amount from your total worth will not only tell if you will leave a financially secure family behind when you die, but may also show where and what types of additional financial security you may want.

SURVIVOR BENEFIT	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
Arrears of Pay	_____	_____ n/a
Death Gratuity	_____	_____ n/a
Social Security Burial Expense Allowance	_____ \$255	_____ n/a
Veterans Administration Burial Expense Allowance	_____ \$300 basic allowance + \$150 plot allowance ¹	_____ n/a
Life Insurance: NSLI/USGLI ²	_____	_____
Life Insurance: SGLI ²	_____	_____
Life Insurance: VGLI ²	_____	_____
Commercial Life Insurance ²	_____	_____
Navy Mutual Aid Association ²	_____	_____
Retired Serviceman's Family Protection Plan ³	_____ n/a	_____
Survivor Benefit Plan ⁴	_____ n/a	_____
Social Security Benefits	_____ n/a	_____
Veterans Administration Dependency & Indemnity Compensation ⁵	_____ n/a	_____
Veterans Survivors Pension	_____ n/a	_____
TOTAL BENEFITS	_____	_____

NOTES:

¹Service-connected death may receive up to \$1,100.

²Amount and method of payment (one-time payment or monthly) dependent upon the amount and type of coverage elected by the member.

³Applicable only to those members who retired prior to Sept. 21, 1972 and elected this coverage.

⁴Applicable only to those members who retired or became eligible for retirement after Sept. 21, 1972 and elected this coverage.

⁵Monthly annuity dependent upon member's service-connected disability, grade or rate.

Survivor Benefits

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
PERSONAL ASSETS		
Savings ¹	_____	_____
Stocks/Bonds/Investments ¹	_____	_____
Personal Property (house, car, boat & all high-value items) ²	_____	_____
All other assets/income	_____	_____
TOTAL ASSETS	_____	_____
PERSONAL OBLIGATIONS		
Rent/Mortgage ³	_____	_____
Utilities (gas, electricity, water, sewage, telephone, etc.)	n/a	_____
Food and Clothing	n/a	_____
Transportation (car expenses, bus fare, etc.)	n/a	_____
Credit cards/time payments ⁴	_____	_____
Miscellaneous expenses	_____	_____
TOTAL OBLIGATIONS	_____	_____

NOTES:

¹You may either figure the total amount available as a one-time payment or compute the interest/dividends you earn each month as a monthly payment.

²Immediate cash would be available from the sale of high-value items. You may also receive monthly rental fees from a home or other appropriate items.

³Certain types of mortgage insurance provide for payment of the remaining amount due on homes upon the death of the member. This would represent a single one-time payment. Other types of mortgage insurance guarantee the amount of the mortgage but do not release surviving members from their responsibility for repaying the mortgage upon member's death.

⁴Many credit agreements provide for a monthly interest charge with no penalty for early payment. Other credit agreements may include a set finance charge — for which no credit is given for early payment — and/or an early payment penalty fee.

	IMMEDIATE OR ONE-TIME PAYMENT	MONTHLY PAYMENT
TOTAL SURVIVOR BENEFITS:	_____	_____
plus		
TOTAL PERSONAL ASSETS:	_____	_____
plus		
TOTAL WORTH	_____	_____
minus		
TOTAL PERSONAL OBLIGATIONS	_____	_____
equals		
FAMILY SECURITY OR INSECURITY AFTER THE BREADWINNER DIES	_____	_____

Mail Buoy

Priorities?

I have just read the article "Fire in the Night," in *All Hands*, issue 843, June 1987, and I am disappointed. Your coverage of the USS *Stark* (FFG 31) bombing leaves quite a lot to be desired. I am pleased that HTI O'Keefe and nine of his shipmates received the Navy and Marine Corps Medal for their good work, but what about all of the others? What about the other ships that helped out? These select ten men were not the only ones to work 36 hours straight, nor were they the only ones who exhibited a "quick and valiant response in damage control and firefighting." The USS *LaSalle* (AGF 3) was there, as well as two other ships. I know several men on the *LaSalle*, and I know that they and their shipmates also worked very hard and very courageously.

I realize that I probably don't know the whole story, because I am at a shore station, but I also realize that as members of the military, it is our job to do these things and if you are going to give out kudos for doing a good job, include all of those who did the good job.

Secondly, I noticed that the article on NJROTC received more coverage than the USS *Stark*. Thirty-seven Navy men died in the line of duty and you spend more space talking about a program for teenagers? That is unacceptable. Where are your priorities? You gave as much space to a story about a girl buying a used car as you did an event that will forever darken the pages of history and leave a painful gap in the hearts of families and fellow Americans. I am not proud to call any of you fellow Americans.

—CTO3 Christina M. Smith
Lajes Field, Azores

• *Covering the Stark story was very difficult, for a number of reasons. There was extremely close control on all information coming out of the Gulf region. That, along with the tight deadlines All Hands works under, and the long lead time (up to three months) for most fully-developed feature stories, meant that we had to work quickly with limited information. Overseas distribution of the magazine can take a long time, but just because you received your copy several weeks after the attack on Stark, you shouldn't think that we had several weeks to prepare the story; we had only a few days to pull one story from the issue that was going to press and substitute Stark.*

Certainly, it required hard work and support from many other units in the Gulf to

help save Stark. USS Waddell (DDG 24) and USS Conyngham (DDG 17) were on scene within hours, and USS LaSalle arrived early the next morning. But it is clear that the response of Stark sailors in the first moments following the attack saved a number of lives and, ultimately, the ship itself.

As to the question of story length, we simply were not in a position, given our time constraints, to redesign the entire magazine to make sure that no story was longer than the four pages we devoted to Stark. The importance of a story is a function more of placement, timing and subject matter than of length. Then too, the importance invested in a particular story varies from reader to reader; All Hands is constantly striving to provide a wide variety of news, features and other information to more than 500,000 different Navy readers. — Ed.

More than one PSD

It was with great dismay that I read in your August 1987 article, entitled "Duty in D.C.," that Crystal City houses Personnel Support Detachment, which serves all active duty and reservist personnel in Washington.

There are several other PSDs in the Washington, D.C. area. For example, Bethesda, Naval Security Station, NAF Andrews and where I work, at Personnel Support Activity Detachment, Anacostia.

Located at the north end of Bolling AFB and being an integral part of Naval Station Anacostia, we are 53 active duty and civilian personnel serving over 90 active duty commands with 2,500 service records. In addition, we, not Crystal City, support the Naval and Marine Corps Reserve Center, Washington, D.C., and Naval Reserve Readiness Command, Region Six. This responsibility adds 3,000 Selected Reserve service records to our total.

Lastly, we are a major separation center for Headquarters, Naval District Washington, processing administrative, punitive, medical and overseas discharges. Over two-thirds of our monthly separations are from commands who "don't belong to us." Please mention us in any future story on duty in Washington, D.C.!

—PNI L. J. Densmore
PSAD Anacostia,
Washington, D.C.

Safety last?

On the inside of the front cover of the August 1987 *All Hands*, the picture does no justice for Navy safety standards. None of the

personnel on the platform, the vertical launch, or tending lines have safety harnesses on. If I am wrong, please advise me.

—ENC Bowerman
Greenville, S.C.

• *Personnel pictured are civilian contractors working for a private firm, Ingalls Shipbuilding, a division of Litton Industries. The Litton public relations office says that those workers are abiding by OSHA regulations for shipbuilders, which are not the same as safety requirements for Navy sailors in an operational environment. — Ed.*

Commission with the USMMA

The article in issue Number 840, on "Paths to a Commission" appears to have omitted a source of commissioned officers at least as basic as the ROC program. I am referring to the ensign's commission, USNR, that is conferred upon all eligible graduates of the U.S. Merchant Marine Academy.

While it is true that USMMA is not a large school, this much forgotten federal academy is the only one to have earned a battle standard. If the purpose of your article was to inform your readers of the ways to become a naval officer, then may I suggest that you do a follow-up article on the school called Kings Point. It has a rich history stemming from its conception during World War II. It offers a full scholarship to all its midshipmen and requires the same congressional appointment as the Naval Academy.

For more information write, or better yet, visit the U.S. Merchant Marine Academy in Kings Point, NY 11024.

—Lt.Cmdr. Bruce Truog
USNR USMMA '71
Castleberry, Fla.

Reunions

• **USS Laffey (DD 724)** — Reunion April 14-18, 1988, Charleston, S.C. Contact R. Boyce, 16749 Ticonderoga, Baton Rouge, La. 70817.

• **USS Dennis J. Buckley (DD 808)** — Reunion April 14-18, 1988, Charleston, S.C. Contact Charles Bill Black, P.O. Box 1301, Little Rock, Ark. 72203.

• **USS Consolation (AH 15)** — Reunion October 1988, San Diego. Contact R. Peckinpah, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.

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Rentz (FFG 46) — 2:23; 2:30
Rhode Island (BB 17) — Great White Fleet, 4:6
Roanoke (AOR 7) — adopt-a-school, 7:38
Roark (FF 1053) — 1:29
Roosevelt, Theodore (CVN 71) — 3:14; 3:27; 5:38

S

S-3 — 1:27
 SH-3 — 1:27
Sacramento (AOE 1) — 4:39
Saipan (LHA 2) — 1:21; 1:24; 10:36
St. Louis (LKA 116) — 9:25
San Bernardino (LST 1189) — 9:25
Sanctuary (AH 17) — 2:21; decommissioned, 11:18
Saratoga (CV 60) — 10:38; SLEP program, 7:39; pharmacy, 11:36

Seawolf submarines (SSN 21) — discussed with CinCLantFlt, 8:7
Shiloh (CG 67) — named, 11:3
Shippingport (ARDM 4) — 2:39
Sioux, USNS (T-ATF-171) — with *Mercy* cruise, 11:22
 Soviet ships — see Foreign Ships
Spartanburg County (LST 1192) — 1:FC
Spruance (DD 963) — installation of VLS, 8:1F; off shelf purchase test, 7:37
Stark (FFG 31) — attack on, 6:4
 Casualty Assistance Branch, 7:4
 casualty honored, 9:43
 crew in *memorial*, 6:5
 damage control, 10:8
 families receive grants, 7:38
 memorial service, 6:6
 returns home, 9:4
 scholarship fund, 11:46

T

T-2C — 10:28
 Tactical Air Control Squadron 11 (TACRon 11) — 5:29
Tecumseh — Civil War, 7:33
Tennessee — Civil War, 7:33
Thatcher (DD 514) — 5:34
 3rd Fleet — 1:28; in Alaska, 5:18
 13th Marine Amphibious Unit — 1:28
Ticonderoga (CG 47) — class ships, 4:30; ship, 10:35
Tomcat (F 14) — 1:27; 10:22; NAEC 70th anniversary, 11:46
Towers (DDG 9) — 5:14; 9:25
Trenton (LPD 14) — 10:37
 Trident submarines — at Kings Bay, 8:12; 8:BC
Truxtun (CGN 35) — 3:27

U

Underwater Construction Team
 One — Seabee divers, 7:14; 7:BC

V

Vallejo, Mariano G. (SSBN 658) — completes 2,500th patrol, 8:15; 8:BC; 8:13
Valley Forge (CG 50) — Ney award, 11:47
Vermont (BB 20) — Great White Fleet, 4:6
Vinson, Carl (CVN 70) — 1:39; 3:27; 5:22
Virginia (BB 13) — Great White Fleet, 4:6

W

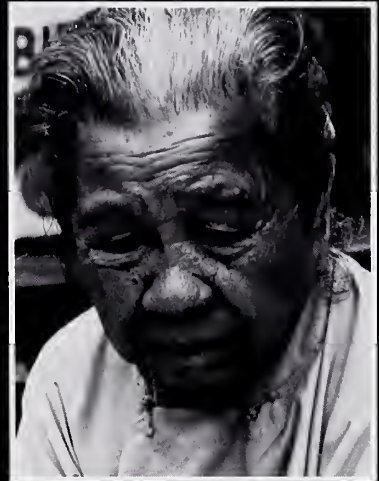
Wabash (AOR 5) — 1:38
Waddell (DDG 24) — 1:29
Washington, George (CVN 73) — 5:38
Wisconsin (BB 64) — 4:17; 4:26 4:28; overhaul, 6:36

Y

Yorktown (CG 48) — 10:FC; 10:18

Faces of Singapore

Photo essay by JO2 (SW) Greg Lewis



The Lion City, Singapore's name in Sanskrit, seems a fast-paced, modern metropolis to the tourist's eye. Skyscrapers reach for the clouds while expressways transport the carriers of business ever faster into the future. But take a walk down the narrow streets in quiet, almost hidden corners of the city. See the faces of the people with their timeless identities — and reflect on the dignity of life continuing for another day.



Best seats in the house: the view is fine from the deck of USS *Kansas City* (AOR 3) to USS *Missouri* (BB 63), where a CH 56 lands. In the distance is USS *Long Beach* (CGN 9). The three ships were operating together in the North Arabian Sea. Photo by PH1 Terry Cosgrove.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
FEBRUARY 1988 — NUMBER 851
65th YEAR OF PUBLICATION



Photo by JO2 David Masci

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Front Cover: Navy diver from MDSU One enters water from diving platform in Apra Harbor, Guam. See story, Page 18. Photo by Larry Murphy.

Back Cover: "The Signalmen," a watercolor by Walter Brightwell, from the Navy Art Collection.

Navy Currents

Tour extensions

The FY 1988 Voluntary Tour Extension program is still under way. NavOp 105/87 states there are new eligibility provisions for certain enlisted ratings on Type 1 (shore) duty and extends the deadline for all extension requests until April 30, 1988.

The goal of the extension program is to make better use of Permanent Change of Station funds. Officers and enlisted men and women with an FY 1988 Planned Rotation Date may request an extension at their present duty station, if not currently under orders.

Sailors on Type 2, 3, 4, 5, 7 or 8 duty, selected ratings in Type 1 duty and officers on sea duty or stationed overseas are eligible to apply for a one-year extension.

Speedletter applications, with command endorsement, should be forwarded to Commander, Naval Military Personnel Command, Navy Department, Washington, D.C. 20370-5312. Undesignated seamen, airmen and firemen requests should be sent to the Enlisted Personnel Management Center, with an information copy to NMPC. For more information, consult NavOp 105/87. □

More ships for women

Secretary of the Navy James H. Webb Jr. announced recently that approximately 26 more ships would be outfitted for female sailors.

This announcement followed an intensive review of women in the Navy. Webb directed a study group to make a comprehensive examination of current policy on utilization of women and the implementation of this policy within the Navy. The group was tasked with examining command environment and quality of life with regard to equality of treatment of males and females.

The group, which was comprised of 14 captains, six commanders, four master chief petty officers and a steering committee of four flag officers (50 percent of the group were women), made 39 recommendations to the secretary, most of which he approved, including a clearer definition of combat mission.

The policy change will result in the opening of combat logistics force ships, such as AFSs, AOs and AEs, to women. In addition, women may now serve as Fleet Air Reconnaissance air crewmen. Webb warned however, that because of the extensive outfitting required before assigning women to these ships, it will be a long-term project. He also pointed out that currently there are approximately 6,000 sea billets for women, but only 5,000 are filled because of a lack of qualified women in sea-intensive ratings.

To help meet the demand for more qualified women, Webb said the Navy must reevaluate some of its training and recruiting programs.

Webb said he was impressed with the study group's thoroughness and careful analysis and he said he believes they presented a balanced assessment of a complex issue. He said that women in the Navy represent "the most difficult manpower issue the military has ever faced. No question about that." But maximum assimilation is important because, as Webb said, "Women are an integral part of our Armed Forces." □

New home port

Ground breaking ceremonies for the Navy's newest home port were held recently in Everett, Wash.

Everett A. Pyatt, assistant secretary of the Navy for shipbuilding and logistics, Governor of Washington Booth Gardner, along with Bill Moore, the mayor of Everett and the area's top Navy officers, turned the first shovel of earth at the future home port for the aircraft carrier USS *Nimitz* (CVN 68) and 12 support ships.

"I welcome the Navy to Everett with the understanding that what occurs here, while it will be good for the state and county, first and foremost will be good for the country," Gardner said.

"You'll find us good citizens and you'll be proud of us," Pyatt told the crowd of 600. Navy people "are the best and finest of America and you'll be proud to have them in your city."

The occasion was highlighted by the release of hundreds of blue and gold balloons as Navy Band, Seattle played "Anchors Aweigh." □

Braids, earmuffs, umbrellas

Chief of Naval Operations Adm. Carlisle A.H. Trost recently approved some uniform changes that will make for drier, neater and warmer sailors.

Navy men in uniform can now carry plain, solid black, umbrellas without ornamentation. The umbrellas must be carried in the left hand for ease in saluting and can't be used as a cane or walking stick. Umbrellas are prohibited in military formation or if they pose a safety hazard.

Another change allows Navy women to braid their hair. A woman can wear a maximum of two braids, neatly secured to the head at all points.

Navy men and women can wear Navy blue earmuffs with service or working uniforms when outer garments are worn. And, if authorized by the prescribing authority, the enlisted peacoat and Officer/CPO reefer may be worn with the service dress white (jumper) and summer white uniforms when local conditions warrant.

Women working on boatcrews can wear blue garrison caps with their summer whites. □

Not in my Navy

The Navy has again toughened its anti-drug campaign. As of last October, E-6s who commit an initial drug offense will be disciplined appropriately, screened for drug dependency and processed for separation at the earliest possible date.

The change was announced in NavOp 094/87 and revises OpNavInst 4350.4.

Since 1982, the Navy's tough stance on drug abuse has greatly reduced the number of drug abusers in the Navy. "Petty Officers 1st Class, by virtue of their paygrade and position, must lead by example. Any drug abuse by these people is unacceptable," the message says.

The new policy also affects those E-6s who turn themselves in for drug abuse. All those separated administratively or punitively who are medically diagnosed as drug-dependent will be offered treatment by a Veterans Administration treatment facility when they leave the Navy. □

ALL HANDS

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Chief of Naval Operations

Adm. Carlisle A. H. Trost

Chief of Information

Rear Adm. J. B. Finkelstein

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Coming home to Everett

*By 1992, the Navy plans to establish
a major new home port in the
Pacific Northwest. All Hands looks
at a city thousands of sailors
will one day call "home."*

Story by JO2 David Masci

From atop a sheer cliff overlooking Puget Sound, the blue-collar homeowners all along Rucker Avenue enjoy a sweeping view of the town's waterfront.

To the north, the Snohomish River spills into the Sound in front of the Weyerhaeuser paper mill, a landmark since 1902. The shoreline also curves south, sheltered by narrow Jetty Island just offshore. The low silhouette of the island is interrupted by a dense forest of ships' masts. With close to 2,300 berths, all filled with small fishing boats and pleasure craft, Everett boasts the largest Pacific Coast marina north of Los Angeles.

Below the cliff, green and white harbor tugs chug across Port Gardner Bay, hauling 200-foot log rafts among the cargo ships bound for the Far East.

Fronting the bay, a mammoth red brick warehouse belches steam as its machinery and 1,200 workers process raw wood into Scottowels and other paper products. Giant tractors, with arcing jaws loaded with limbless trees,

scurry through Foss Marine's timber yard. From a distance, they look like yellow beetles carrying bundles of twigs.

Where the coast gently veers west-southwest, a huge portable oil derrick with barber-pole striped legs looms high against the green, wooded hills that stretch toward Mukilteo and the Whidbey Island ferry landing.

Directly at the base of the cliff, hugging the waterfront, the tracks of the Burlington Northern Railroad trail off as far as the eye can see. The railway has been Everett's life-giving artery. Without it, the town would be much younger and much smaller.

What is now Everett was a lonely trading and logging outpost for the first 100 years after its "discovery" in 1792. British explorer George Vancouver sailed into Port Gardner Bay, claimed Puget Sound for his king and sailed back out. Nothing much happened for the next 70

With nearly 2,300 berths, Everett's busy marina is the second largest on the West Coast.



Photo by JO2 David Masci





Nimitz, now temporarily homeported in Bremerton, will move to Everett in 1992.

years; an 1862 count listed 45 white men living among the small Indian tribes in the area.

But, all the while, the railroads were working their way west. In the 1880s, the Northern Pacific Railroad linked the Great Lakes to Puget Sound at Seattle, 30 miles to the south. Oil baron John D. Rockefeller entered into a partnership with Northern Pacific's competitor in the region, James J. Hill's Great Northern Railroad. That prompted a frenzy of growth leading to Washington's statehood in 1889.

Pioneer Jane M. Rucker and her two sons were attempting to develop "Port Gardner" until August 1890, when they learned of Hill's plan to extend his tracks down the Cascade Mountains smack into the bay.

Tacoma lumberman Henry Hewitt Jr., spearheading the Eastern industrial establishment's efforts in the area, bought half of Rucker's 800-acre claim in the

fall of 1890 and laid out a map of what would become Everett.

A November 1891 photograph shows only scattered one-story wooden slat shops and cottages on Hewitt Avenue, surrounded by a field of uncleared stumps. But by 1893 the town boasted five schools, three newspapers, eight banks, six churches, a three-tiered theater

Most people believe it rains a lot in Everett. They are right, but they are also wrong.

and a population of 5,452.

But those earliest residents did not own the land they lived on. The Everett Land Company held all titles. The squarely laid-out blocks downtown were defined by streets that still bear the names of investors in the company: Rucker,

Hewitt, Hoyt, Wetmore, Oakes, Colby and others. The town was named after Charles Colby's son, Everett.

Rockefeller pulled his money out in 1893, causing panic as land prices dropped (his name was left on one of the streets anyway). Hill and Hewitt took over and sold their land, parcel by parcel, at a tidy profit. The new town's economy was solidly based on the labor-intensive industries that lined the entire waterfront — logging, fishing and ironworks.

But the logs kept getting smaller, the fishing fleet moved north and the mines petered out. The economic emphasis shifted.

Mayor Bill Moore, 66, has lived in Everett since he was four. "In my life, the city has changed three times," he said. "In the early days we had fish canneries, nail factories, shingle mills and some lumber mills. We had a tremendously large fishing fleet.

"We moved from that era into saw-mills and pulp and paper mills. Today, just about all of our wood product industries have disappeared. We can actually export timber to Japan and buy the raw lumber back cheaper than we can produce it here."

In the last 20 years, the industrial base has centered around high-tech aerospace manufacturing and electronics. "We have Hewlett-Packard, Honeywell, John Fluke, and, of course 'Boeing' is not a strange name to anyone in these parts," Moore said. "They now employ more than 12,000 people out here."

"The void we had was on the waterfront. Three quarters of the land set aside for industrial and harbor use has been vacant since it was developed by the Port of Everett." As the mills and canneries and factories closed, they left gaps along the shoreline.

One 117-acre gap lies between the marina and the Scott paper mill. The pork chop-shaped parcel fronts Marine

Photo by PH2 Nilo Davila

View Drive at the foot of the bluff and hooks left to surround a small harbor on three sides. The Navy is building a home port for 13 ships there. Those ships will make up a battle group led by USS *Nimitz* (CVN 68).

Everett will be quite a bit different from *Nimitz's* previous home port. Rand McNally ranks the town 395th in population in the country at 58,000, right behind Great Falls, Mont. Norfolk and Virginia Beach, Va., combine for a population of well over 500,000.

Most people believe it rains a lot in Everett. They are right, but they are also wrong. It rains an average of 158 days a year, mostly between October and March, but Norfolk gets seven inches more rain a year, even though it gets over a month more sunshine.

Everett is warmer than Norfolk in January and cooler than Norfolk in August. Everett has less sunshine, Norfolk has more wind and more sub-freezing weather.

After a July morning swim in Puget Sound, you can drive in less than two hours to the perennial ice at Glacier Peak (elev. 10,436 ft.) and put on your skis for a couple of afternoon runs.

The people who live here are politically outspoken, environmentally conscious and fiercely patriotic. "Since World War I, we've had a Navy ship in for every 4th of July," said Moore.

Whether for strategic, patriotic or economic reasons, two-thirds or more of local, county and statewide residents in every poll taken welcome the Navy's arrival in Everett.

The major sticking point with environmental groups is dredging the harbor, which has been contaminated by a century of industrial pollution. The Navy has proposed "confined aquatic disposal" at the bottom of Puget Sound.

The process involves moving 486,000 cubic yards of contaminated sediment by

barge out to where the water is 400 feet deep and capping it with a layer of clean sediment. The Army Corps of Engineers has successfully used this method in shallower water elsewhere. The U.S. Environmental Protection Agency has approved the project, but has insisted on closely monitoring the operation.

"Some of the environmentalists have



Everett's trolleys are very convenient and a favorite with tourists.

real concerns, and I think they've helped us as we've progressed," said Everett homeporting coordinator Capt. J.E. "Rock" Roth. Roth said the Navy submitted a three-volume environmental impact statement addressing all aspects of the home port, which was supplemented by one Washington state and one Army Corps of Engineers study incorporating changes to the initial EIS.

"We will cut a hole in the breakwater to allow salmon fingerlings to swim through," said Roth. "We have windows in the wharf to allow light to get down to the fingerlings and other aquatic animals. The Navy has been extremely sensitive to environmental concerns all the way through."

All the Navy's existing ports capable of berthing supercarriers were well established before the ships were built. They merely needed to be improved with deeper dredging, longer piers and more shore services. In fact, most of those ports were there before their neighbors, and the surrounding communities developed around the Navy.

Not so in Everett. "We're constrained by how much real estate is there," said Rear Adm. J. Paul Reason, commander of Navy Base Seattle. "We can't make it grow. There's Scott Paper on one side, Marina Village on another side, a street and a steep bank."

Responsible for fleet support activities in Washington, Oregon and Alaska, Reason calls himself the "point man" in establishing the new port. He is the link between the Navy and the various federal, state and local government agencies affected by the construction of an entire naval station and the infusion of around 15,000 people into the surrounding area.

Between now and 1992, the planned port completion date, *Nimitz* and 12 other ships will arrive in Everett. That means 11,000 government jobs with an annual payroll of \$391 million. The Navy will spend \$20 million per year on supplies and services. In addition to the \$272 million start-up construction cost, ships based in Everett will need \$190 million worth of repairs each year.

"We are starting a relationship that will endure for a long time between the people of Everett and Snohomish County and the United States Navy," said Reason, "so we have started on a foundation of full information, truth and honesty. If we started in any other way, we would be mortgaging the future of the fleet sailors who will call Everett home."

Everett will be home to an estimated 8,000 sailors and their families. The base's size prohibits on-base housing except for barracks, so all sailors and

Photo by J02 David Masci

Coming home

civilian employees will have to find a place to live in town. Current estimates forecast a demand for 4,650 houses and 3,970 multi-family dwellings over the next five years, with 7,000 of those units required in 1991-1992.

The Navy is moving into an area whose population is already rising 250 percent faster than the national average. "Everett is having growing pains," said Tom Burns, executive vice president of the Everett Chamber of Commerce.

"Even before the home port was announced, Snohomish County had the highest number of residential housing starts in the state," Burns said. He cited prices as one reason.

Sample listing, San Diego: "New construction, 15 minutes to Navy base, 3br, 2-car gar., 1,200 sq. ft., skylites, lrg yard, hilltop lot, \$103,000."

Sample listing, Everett: "New construction, 15 minutes to Navy base, 3br, 2ba, 2-car gar., 1,100 sq. ft., skylites, wood stove, \$66,950."

Sample listing, San Diego: "Custom home, 1,900 sq. ft., 4br, 2ba, fireplace, beamed ceilings, breakfast nook, landscape w/patio & trees, \$159,000."

Sample listing, Everett: "Old world charm, 2,100 sq. ft., 4br, 2-story, 1-1/2 ba, family room, full basement, beamed ceiling, french doors and leaded glass, \$76,500."

Both Moore and Burns believe the housing market will be able to accommodate the new arrivals. "We have ample room for expansion in and out of the city," said Moore. "It'll be no problem to develop the housing once we know what the demand is going to be."

Ten school districts around Everett will be affected by the influx of 4,000 students, but Superintendent of Schools Rudy Johnson said he can't build or expand schools until the students arrive. "It's not clear where they're going to live or what age group we're contending with," he said, "so the construction will

probably follow the youngsters in part."

Johnson's district has grown steadily in his 16-year tenure as superintendent. There are 12 elementary schools with between 350 and 800 children and three middle schools (grades 6-8) averaging 900 students. Everett High School has an enrollment of 1,600, and Cascade High,

"When we start talking about porno shops and topless dancing, I'm not sure we can blame that on the fleet . . . they're all over the world, and they're only as much of a problem as you allow them to be."

with 2,100 students, is the largest high school in the state.

Even without the Navy students, the district is growing by about 1,200 students per year. According to Chuck Patten, director of community relations for the 14 Snohomish County districts, that translates into two new elementary schools or one high school each year.

"The building we're doing is construction we need without the Navy," said Johnson. "We are now using 55 portable classrooms." Patten said every district in the county except one is in the same boat. Voters in most districts have passed bond issues, financed by property tax increases, to pay for enough new or remodeled schools to get all children into

permanent buildings by 1990.

Johnson said the plan will free up his portables for temporary use until the district can assess where more building will be needed to house the children of Navy families.

When the families and single sailors want to get away for a few hours or a weekend, they're in the right place. Most of the 26 area parks are within Everett city limits. Forest Park's 111 acres offers a heated indoor pool with sauna and spa, hiking, horseshoes, softball, tennis, picnic areas and a barnyard-like animal farm. Of the two public 18-hole golf courses, one is a five-minute drive from the proposed base.

Restaurants and nightclubs with live or recorded music can be found throughout the community. Marina Village, sandwiched between the base and the marina, is a block-sized mall of shops and restaurants featuring Dungeness crab and other local seafood specialties. Weekend dancers above the legal age of 21 can enjoy disco at Pelican Pete's or walk over to Bacchus by the Bay for live jazz on the waterfront.

Downtown, the under-21 crowd boogies at non-alcoholic Buzzy's on Broadway. A couple doors down, Steve Mack manages a back room soda fountain at Joe's Off Broadway, with pool tables, video games, a pancake-sized "Keg-burger" and a jukebox loaded with rock and roll from the '50s to the '80s.

Inside the lime-green walls plastered with movie and pop star posters, Steve's rules are simple: "No drugs, no booze, no fights. And if you swear — especially the 'f' word — it costs you a quarter."

If you have no car, 30 cents will get you on the Everett trolley from Marina Village to the downtown transit hub at Hewitt and Hoyt St. From there you can transfer free to any one of the bus lines that criss-cross the town from the river to Everett Mall, at the southern city limits.

Big-city entertainment, such as concerts, major league sports and cultural events, are a half-hour's drive on Interstate 5 to Seattle. Roaring Seahawk fans have given the King Dome its distinction as the National Football League's loudest stadium.

Sailors will not find the level of on-base recreation and services they were used to in ports like San Diego or Norfolk. The \$272 million spending cap imposed by Congress will pay only for piers, utilities, ship support services and barracks, plus some limited on-site athletic facilities.

The Navy is relying on its existing support network in Puget Sound to meet some of the incoming sailors' needs. The Family Service Center at Naval Station Puget Sound (Sand Point) in Seattle will add Everett sailors to its client list. The nearest exchange/commissary is also at Sand Point, 25 miles from the new base.

The Naval Station's new commanding officer, Capt. Eugene Dvornick, is exploring ways to meet the Navy community's recreation needs within the civilian community. He said the Navy is considering joint efforts with Everett Community College, the YMCA, the public school system, the library and civilian businesses such as bowling alleys and golf courses. Dvornick and his staff envision recreation arrangements that do not use any of the base's limited space.

Some anti-home-port voices in the community have tried to play on people's fears of beer-swilling sailors cruising through a red light district formerly called downtown Everett. While admitting there is some apprehension about the behavior of large groups of sailors and the type of business Navy ports traditionally attract, the mayor brushed aside fears of "strip" development outside the base.

"When we start talking about porno shops and topless dancing, I'm not sure you can blame that on the fleet," Moore

said. He noted there are some of each already in and around Everett.

"They're all over the nation and all over the world, and they're only as much of a problem as you allow them to be," he said. Everett has a zoning ordinance that mandates a certain distance between businesses which are similar, and Moore said he doesn't think the townspeople would accept strip development downtown.

In his speeches to local citizens' groups, Roth said he emphasizes his own experience as a family man and a Navy man. "Having been in the Navy for 29 years, I've been involved in Boy Scouts, churches, Little League baseball, basketball and football all the way along," he said. "In Europe, we had a single sailor, a former Eagle Scout who served as troop leader. This is the type of benefit the community will reap because of the Navy being here."

Moore said he's not greatly concerned about the effect the Navy will have on public safety. "I realize we're going to

Capt. J.E. "Rock" Roth, Everett home port coordinator, shows where *Nimitz* will eventually move.

have to add more fire and police protection," he said. "It's not because there's more crime, there are just more people we have to oversee."

Roth said the Navy population is representative of the nation as a whole. "I think most of the local people are intelligent enough to realize that the Navy is made up of their sons and daughters," he said.

Over the next five years, the citizens of Everett are going to be wondering what it will be like when 11,000 of their sons and daughters come home and bring the grandchildren.

If careful planning and good community relations make any difference, it should be a happy homecoming. □

Masci is assigned to NIRA Det. 5 in San Diego.



Photo by JO2 David Masci

NavElex

The Navy's repair shop

Naval Electronics Systems Engineering Center, San Diego works on everything from SatNav to 40-year-old teletypes.

Story and photos by JO2 David Masci

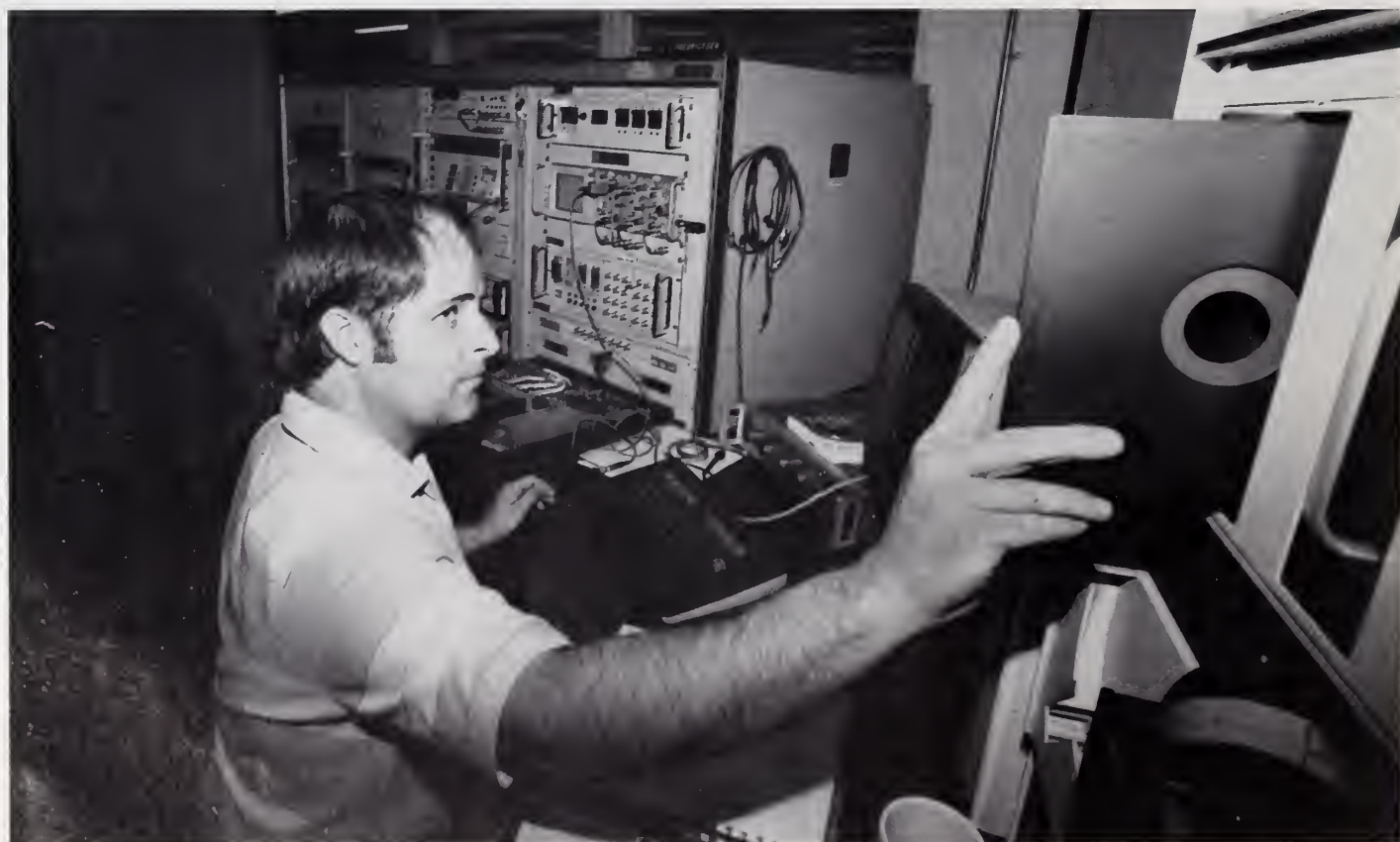
Tom Oles lowered his glasses from his forehead to the bridge of his nose and squinted at the tiny resistors and soldered connections on the 6-by-8-inch circuit board. His familiar friends, the internal organs of a Mod 28 teletypewriter, strewn over his workbench, hadn't changed much since the first time he took a screwdriver to them in 1950.

Across the alley that separates two of the eight buildings at the Naval Electronics Systems Engineering Center, near San Diego airport, Steve Fredricksen inserted a microchip-studded problem child into his ADATE 1500 circuit board tester. Within minutes, the 15-foot-long computer would tell him with 95 percent probability which five of the board's

hundreds of chips were most likely to contain the fault.

The engineering center, "NavElex" for short, has grown from a small, 80-man calibration and repair shop in 1966 to a 350,000-square-foot complex in a remodeled airplane factory that houses 625 civilians and 40 sailors.

The scope of the NavElex mission has



broadened along with its physical growth. "When I first came into the Navy, equipment wasn't nearly as complex," said Commanding Officer Capt. Stephen T. Howard, who started his career 30 years ago as an ETSN on the research ship *USS Compass Island* (YAG 56).

Howard remembered his standard troubleshooting kit: an oscilloscope, a voltmeter and a signal generator. "Now there are more complex electronics on board ship," he said.

"A good example is your television set," Howard explained. "It used to have 17 to 19 tubes. Now the average set has thousands of tube equivalents. That's comparable to what's happening in electronic systems."

As the fleet support arm of the Space and Naval Warfare Systems Command, NavElex San Diego and three other engineering centers provide "cradle-to-grave" service to navigation, communications and electronic support measures equipment. The client list includes the ultra-accurate NavStar global positioning system for satellite navigation as well as sensitive electronic "ears" such as the surface outboard and submarine *Sea Nymph* systems. Not confined to the cutting edge of technology, NavElex's responsibilities span the electronic maintenance range from SatNav communications systems down to the basic teleprinter.

The ol' Mod 28 was scheduled to be phased out of the fleet in 1985, but the teletypewriter's service life was extended at least 10 more years. Consequently, all the commands that had been hanging on to their old systems waiting for an upgrade needed their Mod 28s overhauled.

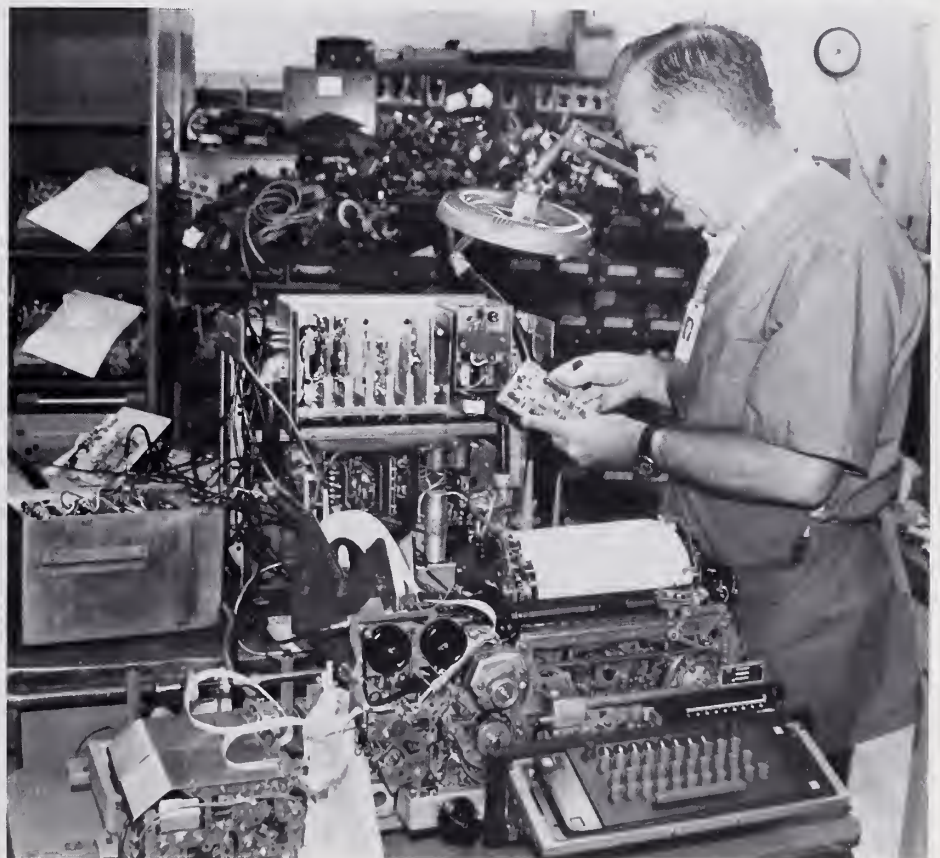
Oles and his seven colleagues in the teletypewriter repair shop have spent 10 hours a day, six days a week since March 1987 working feverishly to keep up with fleet demands. The seven men and one woman have, combined, 197 years of ex-

perience on the Mod 28 teleprinter.

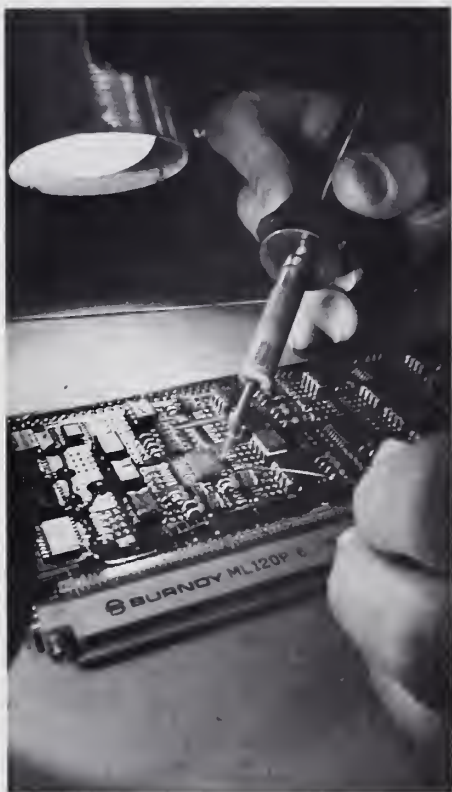
Remarking on the heavy workload, Howard once jokingly asked overhaul depot head Chobby Betts, "What are you doing with my dinosaurs? They're the last of a dying breed!" The nickname stuck, and references to dinosaurs are sprinkled throughout the shop, from the "Dinosaur Alley" street sign on the front door to the pictures of dinosaurs glued to the back of the technicians' NavElex identification badges.

All humor aside, the command's goal is to get sophisticated electronics gear into the fleet and keep it there with as little down time as possible. Rather than have a ship remove a faulty piece of gear and send it back for repairs, NavElex offers two other options: package its expertise and send it in the form of automated test equipment or have a tech rep visit the ship.

"We have all kinds of responsibilities all the time," said Jim Sperbeck, head of the NavElex shipboard communications division. "We've got both the in-



NavElex technicians troubleshoot a wide range of high-tech electronic equipment at their San Diego-based complex.



house capability and the contractor availability." He said shipboard technicians or lower-level maintenance shops can handle 99 percent of the equipment breakdowns in the fleet.

Sperbeck said he tries to run his division like a small business by being responsive to short-fuse requirements.

"We're the last line of defense," Sperbeck said. "By the time a problem gets to us, it's close to deployment time." Sometimes problems have to be dealt with even past deployment time. Sperbeck told a story of one technician whose local address between fleet jobs, deployments and overseas trips was a hotel just down the street since he wasn't in town long enough to rent an apartment.

Another NavElex employee who is equally dedicated, but in a different way, is detective Bob Simmons. A retired

An electronics technician works in the minute world of a circuit board (left). Ralph Price (below) fine tunes a ship's electronics gear.

senior chief petty officer, Simmons has spent the last three years tracking down overpriced spare parts in the Navy supply system.

Simmons and two assistants track leads supplied by other NavElex employees who order supplies for repair work. "The technicians identify items for us because they work with them every day," he said. "They know a 50-ohm dummy load shouldn't cost \$1,000."

The three sleuths don't expect to run out of work soon — so far only 350 of the 200,000 items in the system have been scrutinized. Simmons keeps a binder of his most outrageous finds, a sort of "rogues' gallery." Among them is an \$874 bicycle chain. Renamed a "power amplifier drive tune mechanism," the culprit is found in every shore communications station transmitter in the Navy.

Thanks to the NavElex trio's efforts, the Navy has saved \$15 for every dollar spent on the program, and Simmons estimates \$3.5 million in savings in fiscal



Playing a "detective" role, R.J. Simmons contemplates a faulty gasket. A NavElex librarian (below) scans a microfiche catalog.

year 1987. Simmon's pleasure at the group's success is obvious. "I've been around the Navy since 1943, and this is one of the first overt steps I've seen the government take (against spare part overpricing)," he said.

Even the computer programmers who spend six to 12 months hunched over diagrams and keyboards designing software for ships' missions share in the sense of accomplishment that permeates NavElex San Diego.

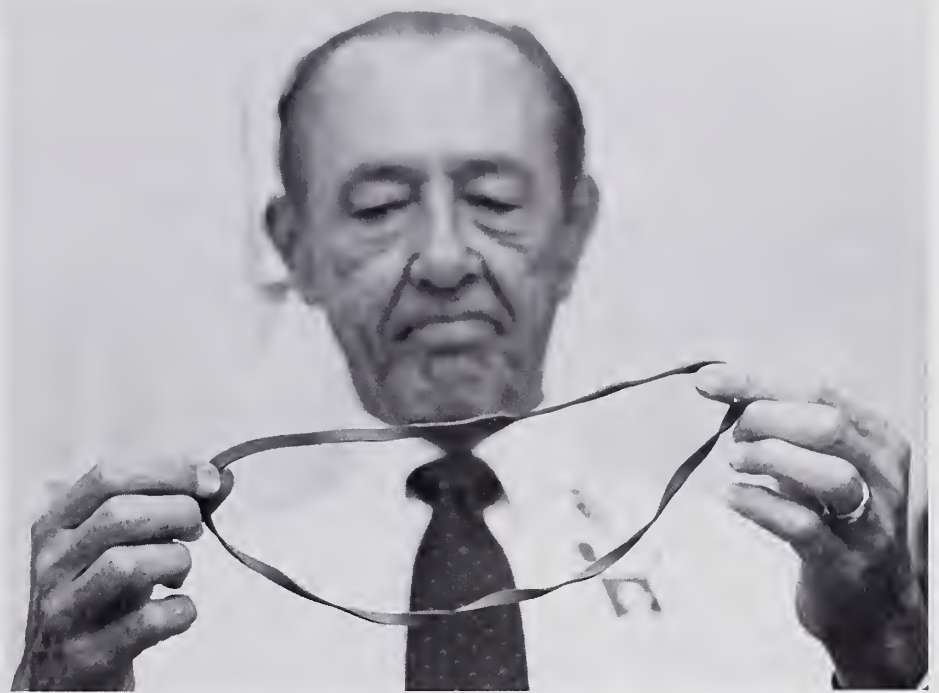
Doug Jedlicka, head of the space and surface support department, said newspaper reports of Navy operations in the Persian Gulf have boosted his workers' morale. "When the people saw a ship they'd worked on for six months on the front page, that really had an impact," he said. "Computer operators, though

far from the fleet, had the satisfaction of knowing they had programmed that ship."

Howard said even the men and women of NavElex who aren't former sailors feel they are part of the Navy team. "We're

not obvious, we're not flashy," he said. "We're just 650-plus people who are motivated to quietly do a good job for the fleet." □

Masci is assigned to NIRA Det. 5 in San Diego.



Expects highest standards

SecNav challenges Navy's leaders

Story by JO2 Mike McKinley

During a recent visit to the U.S. Naval Academy in Annapolis, Md., Secretary of the Navy James H. Webb Jr. addressed the young men and women of the Brigade of Midshipmen and expressed his thoughts on what it takes to become a leader, what a leader does and what qualities a leader must possess.

Webb defined true leaders as those who set the example, through the strength of their convictions and personalities. The best leaders make decisions, have a clear sense of mission and are able to express it. They have the courage to do what is right and to make sure that those who are under their authority do the same. They must be a comrade, a judge, a tutor and problem solver.

Webb said that the leader "creates the right tone, one of fairness and good will, which allows creativity to flourish from below," and each leader must understand loyalty and must be aware that loyalty sometimes calls for disagreement, even with one's own superiors. Webb pointed out that a leader must not only be an intelligent, thinking person but must be able to act as well. He reinforced this point with a quote from a book written by Gen. George Patton in 1931 entitled *Success in War*. In that book, Patton pointed out that "high academic performance demands infinite, intimate knowledge of details, and the qualities

requisite to such attainments often inhabit bodies lacking personality. Also, the striving for such knowledge often engenders the fallacious notion that capacity depends upon the power to *acquire* such details rather than upon the ability to *apply* them. . . . And yet volumes are devoted to armaments and pages to inspiration."

Leaders, Webb said, must get the job done and still take care of their people. He remarked that military leaders, especially in a combat situation, will have to judge themselves against two harsh and often painful standards: Did they get the job done? How many people did it cost? Getting the job done is rewarding but the price that may have to be paid can be painful.

During the address, Webb noted that there are some people who claim that there are no specific traits common to most leaders. Webb disagreed. He said, "a true leader must set the example. You cannot ask of your subordinates that which you do not demand of yourself. And one who does not set the example will never be respected." He added that such a person might be obeyed but will not be followed.

A leader must also possess knowledge in a variety of forms, Webb said. "Leaders must understand the intelligence level of their unit, the technical

"A true leader must set the example. You cannot ask of subordinates that which you do not demand of yourself."



Photo by PH1 Harold J. Gerwin

aspects of the mission, the capabilities of the weapons systems and machinery, and the responsibilities of their subordinates." He went on to say that a leader must understand human motivation in order to create an attitude for success among the troops. Just as importantly, an effective leader must understand the system under which those troops are working, whether a rifle company or Pentagon staff, in order to get things done.

Webb observed that leaders must be individuals of excellent character. They

must be honest in their dealings with both superiors and subordinates. "Honesty begets honesty," Webb said. "To the contrary, a person who will manipulate a superior invites subordinates to manipulate him. A person who will manipulate or lie to a subordinate invites disloyalty and lies in return." Webb went on to say that courage, both moral and physical, is a character trait that can infect others. "Humility before one's subordinates," Webb said, "invites both loyalty and respect. A leader must be true to himself and be confident in his own

"Humility before one's subordinates invites both loyalty and respect."

personality." He defined this as "style," and went on to say, "If your natural personality is quiet, develop firmness, rather than trying to convert yourself into an extrovert." On the opposite side, Webb suggested that the more extroverted person should learn to be positive and be a motivator instead of trying to be passive and calm.

Always be yourself, for, as Webb commented, "Your troops can pick up false behavior in a heartbeat."

Webb emphasized that a true leader must have the ability to communicate to his people what they are doing, why they are doing it and how it fits into the overall scheme. He explained that this requires an understanding of the traditions and heritage of our military and country and being aware of the events above one's paygrade. "Put together," Webb said, "a leader gives meaning to the activities of his people and this itself gives a unit a sense of mission and momentum."

Webb closed by characterizing the sailors the Navy's next leaders can expect to work with: "The young men and women on duty are superb. They are tough and they are dedicated and they are good, and they're going to expect you to be tough and dedicated and good." □

McKinley is a staff writer for All Hands.

Coral Sea's laundry

Keeping it clean

By JO3 Gilbert W. Porter

When sailors go to sea, they leave behind many of the conveniences of modern living. One aspect of their lives doesn't change, however: they still need clean clothes, and there's no way to stop by the local laundromat.

On board the Norfolk-based aircraft carrier USS *Coral Sea* (CV 43), the ship's Laundry and Dry Cleaning Division keeps its sailors looking squared away. Clean, fresh uniforms go a long way toward enhancing morale, and the men in the "Ageless Warrior's" laundry spaces take their job seriously.

They have to, for they typically receive about 8,000 pounds of laundry daily when the ship is at sea. This would be the equivalent of a housewife doing more than 300 25-pound loads of laundry per day in a conventional machine. The seven ship's servicemen in the laundry, plus eight others assigned from the carrier's air wing, work two 12-hour shifts to provide a 24-hour service to do the crew's wash.

Ship's Serviceman 2nd Class William H. Wood, the laundry division supervisor, compares the carrier's laundry capabilities to that of a "small Navy exchange." Wood, 36, who comes from Upland, Calif., has been the laundry supervisor for two years. He said the men in his division are capable of handling any work request. "We provide all the services of a commercial laundry," Wood said. In addition to the main laundry, which services the crew and officers, there is also a dry-cleaning plant for dress uniforms, and a tailor shop, where a sailor can have uniforms altered,



hemmed, or have a button replaced.

The main laundry consists of two large work rooms. One room contains 14 steam presses, the other contains steam and low-pressure washers and dryers. There are two 60-pound washers, four 200-pound washers, five 100-pound dryers and three 50-pound dryers.

The six washers and eight dryers, driven by steam, produce high temperatures, and Wood noted that it's normally 85 or 90 degrees in the laundry, a situation he calls "bearable" for the men.

Besides the high temperature, a "hot" sailor upset about a missing piece of

laundry can also bring things to the boiling point in the laundry. Wood noted that every item brought to the laundry is accounted for. Divisional laundry bags are weighed and logged out when picked up. Each item turned in by officers and chief petty officers is hand-sorted and noted on the turn-in sheet. Even with this meticulous accountability, an item may vanish or be destroyed by the machinery. When this happens, the sailor is reimbursed for the lost item.

Still, Wood said the advantages of working in the laundry outweigh the drawbacks. "I like working here," he

A team of 15 men does enough laundry to clothe the entire population of a small city — about 8,000 pounds daily aboard USS *Coral Sea*.



Photo by PH3 Mike Skeens



Photo by PH3 Mike Skeens



Photo by PH3 Mike Skeens



Photo by PH3 Patrick Gallagher

said, "because everybody on the ship knows me. I like dealing with people, and there's a great deal of job satisfaction."

Even though it is a huge operation, the men in *Coral Sea's* laundry take pride in their work. Wood said he likes it best when the machines are humming and the work is getting done. "I like to keep busy," he said.

And with nearly four tons of laundry a day, *Coral Sea's* Laundry and Dry Cleaning Division is certainly busy. □

Porter is assigned to USS Coral Sea.

Project Sea Mark



Story by Lt. Cmdr. Tracy Connors

Navy reserve divers recently completed a four-year undersea survey and mapping effort — Project *Sea Mark Pacific*. This joint U.S. Navy/U.S. National Park Service endeavor has provided a wealth of historical and ecological information on significant Pacific Basin

shipwrecks. The wrecks, or “artifacts,” as researchers refer to them, are USS *Arizona* (BB 39) and USS *Utah* (AG 16) in Pearl Harbor, Hawaii, and several Japanese and German ships from both World Wars resting on the bottom of Apra Harbor, Guam.

Nearly 400 dives, many of them

deep dives exceeding 100 feet, were conducted without a single mishap during the four-year period. Naval reservists of Mobile Diving Salvage Unit One came from Hawaii, California and Texas to perform the majority of the dives as part of their annual active duty for training. MDSU



Photo by Lt. Cmdr. Tracy Connors

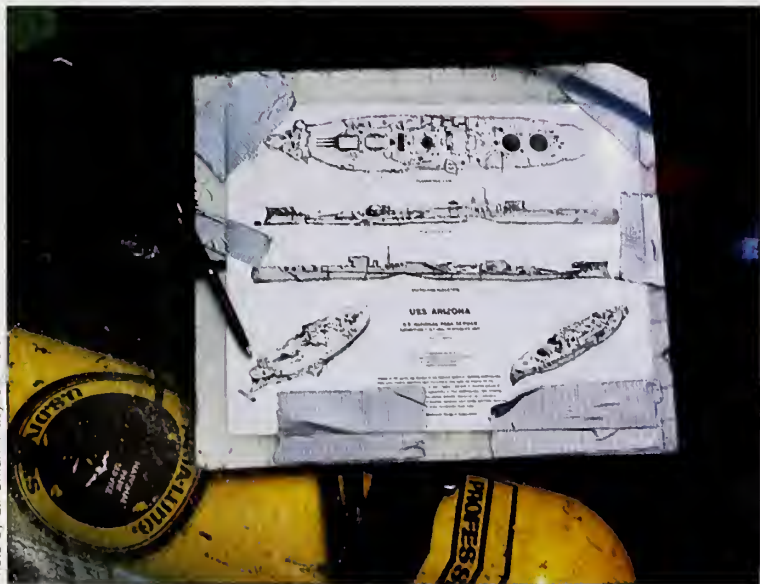


Photo by Lt. Cmdr. Tracy Connors

Photo by Lt. Cmdr. Tracy Connors

Photo by Lt. Cmdr. Tracy Connors



Photo by Lt. Cmdr. Tracy Connors

One is based in Pearl Harbor.

Arizona and *Utah* are the only ships still submerged at Pearl Harbor as war memorials. The Park Service shares custody of *Arizona* with Commander, Naval Base, Pearl Harbor. In Guam, the hulls studied included a World War I German merchantman, *Cormorant*, and two Japanese merchantmen sunk by U.S. fighter aircraft during World War II, *Tokai Maru* and *Kizugawa Maru*.

MDSU One's Naval Reserve Detachments 319 (from Long Beach, Calif.), 620 (from Pearl Harbor), and 110 (from Corpus Christi, Texas) performed most of the dives. They were assisted by active-duty divers from Ship Repair Facility, Guam and MDSU One itself.

"The Navy is doing things that are enormously important to history, not just military training," explained Bryan

Harry, Director, Pacific Parks, U.S. Department of the Interior. "Of course, they are conducting some outstanding training as well. It is as close to the real thing that these divers would do if they had to conduct salvage ops in wartime or a national emergency," he said.

"There is an enormous wealth of knowledge here that ought to be as carefully and scientifically documented as is done with land site archeology," Harry said. "Many of the underwater sites have far more to offer in terms of knowledge about the past than perhaps land sites. The story just doesn't stop at mean high tide — in many cases, a far more important story lies just beneath the surface," he added. "Many myths can be corrected."

The U.S. Department of the Interior has responsibility for protecting, and interpreting to the American public, historic sites throughout the United States and its trust territories. Underwater sites, particularly shipwrecks, are an important component of the department's resource base.

Underwater historic sites present a

wide range of new challenges to park professionals as John E. Cook, Park Service Southwest Regional Director pointed out. The Park Service's Submerged Cultural Resource Unit is supervised by Cook. That unit was established in 1980 to conduct research on all submerged objects of cultural interest, including historic shipwrecks throughout the National Park system.

Investigators have to cope with the basic technical problems of locating, documenting and managing submerged historic sites as national resources. However, the Park Service has limited personnel and funding to deal with this large, Congressionally mandated mission.

That's where the Navy comes in.

The Navy's role in this project, as explained by Cmdr. David McCampbell, commanding officer of MDSU One, "is to help the Park Service manage our country's cultural resources by providing manpower to complete the labor-intensive tasks required. The Navy augmented the Park Service's underwater archeologist staff with divers, primarily from Naval Reserve detachments, to assist in

Prior to a survey dive (above, left), divers from MDSU One go over charts with U.S. Park Service personnel (left) on USS *Arizona*. Using architectural drawings (far left), they gather details used to make exact models of sunken wrecks (above).

Project Sea Mark

charting, mapping, surveying and photographing these historic resources," he said.

Bringing the Navy and the Park Service together on the project "has obvious benefits," Cook noted, and "is very much in line with the 'Take Pride in America' program, through which the Secretary of the Interior has invited all other agencies to help in caring for our

resources on public lands."

The Navy and Park Service divers met the challenges of the underwater surveys head-on. First, they positioned initial survey lines and the weights to secure them. Next, they meticulously established all-important reference points, and, using those points, made exact measurements and drawings to establish details of features of the wreck.

"We need to know exactly what and where those features are," said Daniel Lenifan, Chief of the Park Services Submerged Cultural Resources Unit in Santa Fe, N.M., and in charge of overall Project *Sea Mark* research and execution. "They have much to tell us about the remaining structure of the historic site."

Much of the underwater survey work relied on a process called "trilateration"



Photo by Lt. Cmdr. Tracy Connors

— taking measurements in distance and degrees of angle from known locations on the baselines out to other points on the wreck. The process sharpened the underwater surveying and drafting skills needed by Navy divers, skills essential for effective salvage. The divers also improved their underwater still photography and video techniques. Data obtained will be compiled by Park Service

draftsmen into comprehensive ship diagrams for study by both archeologists and visitors to the historic sites.

The divers dealt with different challenges in different waters. In Pearl Harbor, there was low visibility, at times only a few inches. In Apra Harbor, they worked in clear water but often at depths exceeding 100 feet. They also performed training dives using scuba and MK 12 diving dress and the new “fly-away” diving system.

The unusual joint project provided significant cost benefit to taxpayers. “What we are doing is bringing together resources to accomplish important work that is performed in a very cost-effective manner,” reported William Dickinson, Superintendent of the USS *Arizona* Memorial in Pearl Harbor. “By conducting these studies as a joint project, everyone benefits,” he said.

“Naval reservists are able to simulate a mobilization assignment where they address real diving problems at a remote site,” McCampbell explained. “Even the logistics of moving their equipment and personnel to the site is good training for any required mobilization.”

“Divers had to master tasks very similar to those they would face during a salvage operation,” reported Cmdr.

James K. “Otto” Orzech, USNR, commanding officer of MDSU Det 319. “Underwater mapping, barge positioning using a three-point moor, and underwater photography are examples of the valuable training we gain from this type of project,” he said. A greater number of individual dives were completed during the joint project than normally occur during annual training.

As a result of the survey work performed by the reservists, the Park Service has, for the first time, very accurate drawings of one of its most significant historical resources: USS *Arizona*. Similar drawings are being prepared on USS *Utah* and *Kizugawa Maru*.

“Prior to Project *Sea Mark*, we did not have *Arizona* drawings or the detailed model we developed from them, which gives visitors to the Memorial a much better understanding of *Arizona* as it exists today,” Dickinson noted.

Most visitors to the gleaming USS *Arizona* Memorial don't realize that divers must work carefully in Pearl Harbor's murky waters to properly survey “artifacts” such as *Arizona* (left) and USS *Utah* (below). With visibility only a few feet, underwater surveys require exact measurements.



Project Sea Mark

Baseline information developed during the survey and mapping effort was used by engineers as they fabricated a detailed ship model of *Arizona*. The model will give the 1.4 million people who visit the Memorial every year a more accurate picture of what is beneath them as they gaze into the murky water.

"It is one thing to tell people that there is a 608-foot battleship sitting on the bottom. It is something else for them to be able to 'see' what that battleship looks like by viewing a highly accurate scale model which illustrates the massive damage inflicted on that ship on Dec. 7, 1941," Dickinson said.

Data collected from the *Arizona* study yielded important historical surprises. "We were able to answer many questions that previously we were unable to answer," Dickinson explained. Using information provided by the divers, Memorial historians have determined that there are no known torpedo hits on *Arizona*. There had been speculation that the ship was sunk by air-launched torpedoes during the Japanese attack. There is no longer evidence to support that view.

Evaluation of the data brought back by the divers indicated that an armor-piercing bomb, which struck just in front of the number one gun turret, appears to have done the damage that sank the ship. "Prior to the survey, there was no way to really confirm what actually sank *Arizona* — it was all speculation," Dickinson said.

Other survey findings on *Arizona* included pinpointing the exact location of the oil leak that has released several drops of oil every few minutes since the sinking. In addition, *Arizona*'s number one gun turret still carries its 14-inch guns; prior to the survey, it had been thought that all of *Arizona*'s guns had been salvaged.

The extent to which corrosion is threatening *Arizona* was assessed, including the amount of marine growth covering the hull. An in-depth marine growth monitoring program was initiated. The program will assess the types of organisms, density of their growth, their rela-

tionship to the ship itself, and the degree of corrosion. This information will be put into a computer model depicting *Arizona*'s deterioration. That model, in turn, will help with long-term resource management decisions regarding *Arizona* and other submerged cultural resources nationwide.

USS *Arizona* was not the only object of the divers' investigations in Pearl Harbor.

USS *Utah* was surveyed from bow to stern by dividing the ship into ten sections with marker lines placed about 50 feet apart. Detailed drawings of the 521-foot, 21,800-ton one-time battleship were prepared using the trilateration process. The drawings will be complemented by underwater photography and videotape to enable Park Service draftsmen to create a final, minutely detailed drawing of what has been called "the forgotten memorial."

Project *Sea Mark* surveys and the resulting ship drawings of *Utah* will help visitors better appreciate this once-proud ship and the important service ship and crew rendered to the United States.

Although Project *Sea Mark Pacific* has been underway since 1983, the work is so valuable to both the Park Service and the Navy that planning for similar projects in the Pacific Basin is already in progress, McCampbell said. "Future *Sea Marks*, in Hawaii, Guam and other locations in the Western Pacific, will not only add to our understanding of important historical events and submerged resources, but will provide superb mobilization training and remote site familiarization for reserve and active-duty sailors." □

Lt. Cmdr. Connors is Public Affairs Officer for Commander, In-shore Undersea Warfare Group Two in Williamsburg, Va.

MDSU One divers survey Kizugawa Maru in Guam's crystal-clear waters, documenting features of a deck gun and tracking a survey line past the stack. In the dive platform workshop, Mark 12 dive helmets are checked out before final fitting.



Photo by Larry Murphy



Photo by Larry Murphy



Photo by Larry Murphy



Photo by Larry Murphy

USS Utah

Pearl Harbor's other memorial

By JO2 Brent Johnson

Explosions rocked the air and smoke billowed high into the sky. Iron and steel were torn into grotesque and unrecognizable shapes. More than 2,400 lives were lost at Pearl Harbor on Dec. 7, 1941. Three ships were considered total losses that day: *Arizona* (BB 36), which sank in less than nine minutes, USS *Oklahoma* (BB 37), which capsized after at least four torpedo hits, and USS *Utah* (AG 16), whose ravaged hull still contains the remains of more than 50 of its crew.

Thirty years to the day after *Utah* sank, ground was broken on Ford Island, in the middle of Pearl Harbor, for a memorial to the sacrifices made by the men who died on the stricken target ship. Unfortunately, it would be seldom visited.

Utah lies less than a mile from one of the largest tourist attractions in Hawaii. The *Arizona* Memorial attracted nearly 1.5 million visitors last year, according to National Park Service estimates. In contrast, only a handful visited the *Utah* Memorial. Most who view the remnants of the old warrior do so from one of the passing tour boats out of Kewalo Basin.

In the beginning, it was different. On Dec. 23, 1909, as hundreds of dignitaries looked on proudly, Mary Alice Spry, 17-year-old daughter of Utah's governor, William Spry, smashed a bottle of champagne across the bow of America's newest battleship, number 31, christening it USS *Utah*. The dreadnought slid down the ways to begin its career as one of the

U.S. Navy's most powerful ships.

Utah spent the first year of World War I operating in Chesapeake Bay as an engineering and gunnery training ship. In August 1918, it left its New York home port for Ireland with the Commander in Chief, United States Atlantic Fleet embarked. In the North Atlantic, *Utah* served as the flagship for the Commander, Battleship Division Six, protecting Allied convoys from Kaiser Wilhelm's surface force.

When the war was over, the battleship steamed to the coast of France in a convoy that carried President Woodrow Wilson to the Versailles Peace Conference.

In 1924, General John J. "Black Jack" Pershing rode *Utah* to Callao, Peru, on a diplomatic mission.

In 1928, the ship carried Herbert Hoover, then president-elect, from Montevideo, Uruguay to Rio de Janeiro on another diplomatic mission.

In July 1931 it was moved to Norfolk, Va., to be modified for its second career. Under the terms of the 1922 Washington Naval Treaty, *Utah* had been selected for conversion to a mobile target.

Utah became AG 16, a mobile bombing target and anti-aircraft gunnery training ship. Its deck was reinforced with heavy 6-by-12-inch timbers to help bol-

ster it against non-explosive practice bombs.

Utah moved to San Diego in 1932 and spent the next nine years performing a vital service to the fleet by adding realism to the training of naval aviators flying from the aircraft carriers *Saratoga* (CV 3), *Lexington* (CV 2) and *Enterprise* (CV 6).

After sailing to Cuba and Haiti in 1939, the ship was stationed at Pearl Harbor in 1940. Twice *Utah* was moved



USS *Utah* (AG 16) at Puget Sound Navy Yard, Aug. 18, 1941. A month later, she sailed for Pearl Harbor. U.S. Navy photo.

to Bremerton, Wash., to be equipped with five-inch guns and the first 20mm and 40mm anti-aircraft guns placed on any fleet warship.

Utah left Bremerton on its final voyage on Sept. 14, 1941. The ship completed an advanced anti-aircraft gunnery cruise in Hawaiian waters shortly before returning to Pearl Harbor early in December 1941.

At 8:13 a.m., Dec. 7, 1941, the first of three torpedoes from Nakajima B5N2 *Kate* bombers struck *Utah*. The ship capsized and sank in 12 minutes. More than fifty crewmen went down with it.

As the ship listed from the first torpedo strike, an "abandon ship" order was given. But as men clambered up onto the wooden deck, the massive timbers shifted and caused many casualties. Other sailors were strafed by enemy aircraft as they leapt into the water to swim ashore.

One sailor made no attempt to leave *Utah*. Chief Watertender Peter Tomich remained below, ensuring that the boilers were secure. His sacrifice probably kept the ship from blowing up, which would have killed hundreds of his shipmates. Tomich was posthumously awarded the

Medal of Honor. Destroyer escort No. 242 was launched in Sept. 1942 bearing the name *Tomich* in honor of this Yugoslavian-born hero.

Moments after *Utah* sank, Cmdr. Solomon Isquith, engineering officer, heard a faint pounding coming from inside the hull of the overturned ship. Amid the flying bullets from the Japanese *Zeros* and with cutting torches borrowed from the light cruiser *Raleigh*, Cmdr. Isquith and three enlisted volunteers cut through the steel and rescued 10 men. The last man out was Fireman John B. Vaessen, who had remained at his post in the dynamo room keeping power to the mortally wounded ship until it was too late to escape.

It was generally believed that the Japanese pilots mistook the wooden-decked target ship for the carrier *Enterprise*. *Utah* was moored at berth Fox 11, *Enterprise's* normal berth, between *Raleigh* (CL 7) and the seaplane tender *Tangier* (SP 469). The carrier should have been in port that fateful day, but was delayed at sea when a destroyer from its battle group was damaged in heavy seas.

Soon after the attack, Radio Tokyo

made the false announcement that *Enterprise* had been sunk.

"The Japanese high command knew there would be no carriers in port that day. The Radio Tokyo report was probably just propaganda," said Mark Tanaka-Sanders, a park ranger for the National Park Service at the Arizona Memorial. "The Japanese pilots were supposedly the best trained naval aviators in the world at that time. They were assigned to attack certain berthing spaces. They were ordered to destroy whatever was in that berth. There is no way the Japanese pilots would have mistaken *Utah* for an aircraft carrier."

Even though *Utah* ceased to exist as an active ship, her legacy continued on through the war.

"*Utah* was responsible for training gun crews with all the new weapons," said retired Capt. Victor J. Niiranen, an officer aboard *Utah*. "This training had much to do with us winning the war."

"The skill of USS *Utah*-trained anti-aircraft gunners and carrier dive bomber pilots won one of the most decisive battles of World War II against great odds at Midway," said Sen. Frank E. Moss of Utah, "and won other battles long after the *Utah* itself had been sunk.

"In this sense, *Utah* was immortal," he said. "Its bulk was a twisted mass, but its spirit remained alive in almost every fighting ship and aircraft in the Pacific Fleet."

In 1963, Moss introduced legislation to anchor a flag pole in the rusting, listing hulk of the ship.

On Memorial Day 1972, the *Utah* Memorial was dedicated, with Moss as the guest speaker.

Now a 70-foot concrete walkway stretches out from Ford Island, to the remains of the old battlewagon. A Navy color guard daily raises the Stars and Stripes on a flagpole in the corner of the viewing platform.

Over 2,400 men gave their lives for their country on Dec. 7, 1941. The Arizona Memorial stands as a majestic tribute to their memory. And, lest we forget, so does the *Utah* Memorial. □

JO2 Mike McKinley contributed to this story.



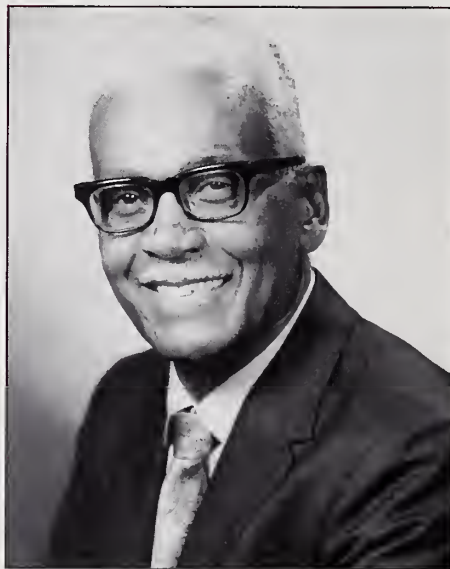
A yachtsman's tale

Story by HMC Richard E. Miller

The history of World War I's black Navymen has never been widely known or recorded, which is not surprising to Wilber B. Miller. The former Mess Attendant 3rd Class, a black man who served with the Navy's fighting yachtsmen of World War I, is now an 85-year-old retiree, living in San Antonio, Texas. He offers a rare glimpse into life with the U.S. Patrol Squadrons, United States Naval Forces in France, from the viewpoint of a 17-year-old sailor aboard USS *Nokomis* (SP 609).

"There were not many of us," he said. "And to the officers for whom we worked, and who later became the historians, we mess attendants were non-entities. Aboard the yacht gunboat *Nokomis* there were six or seven blacks — out of almost 100 officers and men — one wardroom cook and the rest mess attendants. My job as mess attendant was to look after three officers. I cleaned their clothes, shined their shoes and kept their quarters in order. At mealtime I'd either be waiting on their tables or helping the cook."

Like almost every other American institution in 1917-1918, the Navy was racially segregated. During the war it became even more rigid. Non-whites had few opportunities for advancement and



Wilber B. Miller

almost never held authority over whites. All the blacks on *Nokomis* belonged to the messman's division. Miller never encountered any of the handful of black petty officers from the pre-war regular Navy who had been permitted to continue their service in general ratings.

"I did see blacks in the Portuguese and British navies," Miller said. "They were rated seamen who appeared to be integrated into those forces. Of course, 'integration' wasn't even a word, then. I was

a poor country boy trying to get out of the bad situation I'd grown up in — we were all just taking what we could get."

The preacher's son from Texas went through boot camp at Pelham Bay, N.Y., and spent the next two years aboard ship.

"The racism was bad, but (the whites) weren't flagrantly belligerent. At the naval training station the races lived together, and much of the time we trained together. There were only four to six blacks in the training company. During the day, when the white seaman recruits went off to learn their lessons under the boatswain's mates, we'd have our own separate lessons. We were taught how to polish silver and furniture, how to select cuts of meat and serve food — the things that we were supposed to know.

"It was a segregated experience, but there was always overlapping. In our off-time we'd all play together in athletics and share in whatever entertainment there was. Later on, I observed that the white sailors seemed to have as much if not more social prejudice against foreign-born whites as they did against us. It was especially so toward those of Germanic descent."

At the end of his training in August

ALL HANDS

1917, the new sailor gained his sea legs aboard a Navy oiler before reporting to *Nokomis*, a luxury steam cruiser purchased from Horace P. Dodge, delivered to the Navy at Detroit and “fitted for distant service” at Philadelphia.

“We crossed the Atlantic in December 1917 stopping at Bermuda, the Azores and Portugal before we got to Brest, France, terminus of the American troop convoys. We made the crossing in short hops because the engines weren’t qualified to take it in one jump.

“The Atlantic was cold and rough. Even though we had good doors, enough water would get in to keep the bunks damp . . . we’d always have to sleep in wet beds.

“Our job off the coast of France was patrol and convoy escort. We’d go out, meet the convoy, pick it up and bring it in. Or we’d take the ships out through the danger zone, meet some more and bring them in. They’d have us three miles apart — three on each side, with half a dozen ships between us — all chugging along at about 10 knots. Enemy submarines were always around us. The ships that got hit (by mines or torpedoes) were usually lagging or the first or last in the convoy. The U-boats would fire their torpedoes . . . then quickly run away or dive to the bottom and cut their motors so they couldn’t be seen or heard and attacked with depth charges.

“We might see a periscope briefly, but with our 12 knots or less, we couldn’t go after them without being left behind. There was nothing we could do but hold our station.”

Miller came to envy the destroyermen, especially the crews of the classic “flush deckers,” four-stacked vessels with powerful, oil-burning, steam turbine engines. “They were built for the job,” Miller said. “They’d glide through heavy seas at 21 knots while we were struggling to make 10 knots . . . our old engines vibrating . . . leaking, bilge pumps over-

worked. The racing destroyers looked like their fantails were underwater, with the wakes churning up behind them. They were beautiful.

“The Navy considered us expendable,” he said, describing the role of the converted yachts. “The way they thought — if one of us got sunk, but they got a submarine, all well and good. If *two* of us got sunk and they got a U-boat, it was worth it. . . .” The elimination of a single U-boat, each of which promised to do millions of dollars in damage to Allied shipping if left unchecked, was monetarily worth the sacrifice of several

converted yachts. But during the war, only one yacht was actually lost to the Germans.

The messman developed strong opinions about the officers of *Nokomis*. “Most were civilians thrown into uniform, the Navy hoping they would gain from working with a few experienced officers,” he explained. “They’d have an experienced former executive officer as CO and a chief boatswain’s mate as crew chief. They knew how to handle the men and the ship. But those other guys. . . . I’m not saying they were *no* good — they were ready to sacrifice their lives. It’s just



Miller joined the Navy at age 16, after the Army rejected him as too young. This photo was taken in August 1917.

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the *type* of men who were chosen to be officers: some were too old, some had graduated from second-rate schools, some couldn't navigate, they knew nothing about gunnery or anything. . . .

"They treated me all right, but many of them were excited with their position. They'd never had servants before and now they had servants — some let it go to their heads. What they thought of us black messmen was nothing!"

But the Texan made the most of his opportunities aboard *Nokomis*. "I was always inquisitive and anxious to discover things," he recalled. "After I finished my regular duties I'd go out on deck to watch and listen to the men working, removing engines or other equipment on the ship's boats. They'd see me watching and before long someone would ask me to lend a hand. And I'd be glad to do it because it gave me the chance to learn about their tools.

"My grandfather was a carpenter, and I knew about saws and hammers and files, but I'd never seen any of their various kinds of wrenches and drills. Just by watching and helping, I learned enough so that years later I could put in my application for mechanic's helper and I qualified readily."

Miller took time to learn other skills, too. "I knew the navigator and spent a lot of time on the bridge just to observe and learn what he was doing. I also read books from the ship's library including

some on conversational French." This came in handy when *Nokomis* had liberty in France.

"I studied my books at sea, and when we'd return to port I could attract their attention with phrases like, 'Bon soir, comment allez vous?' Then I'd get a smile and they'd say, 'Oo, parlez-vous

français?' and things went on from there."

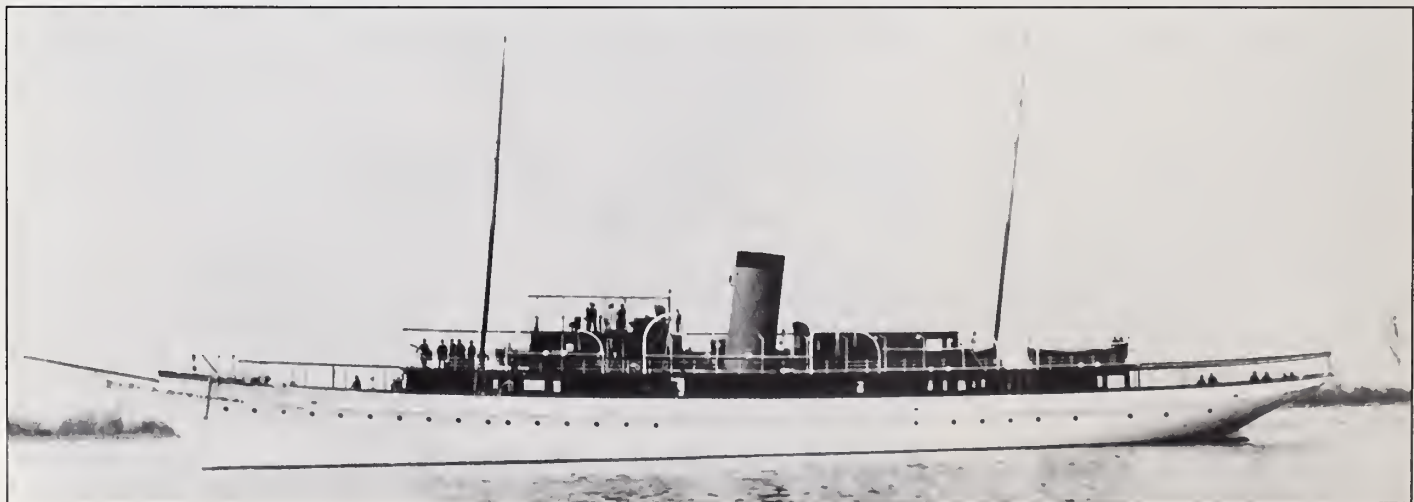
Liberty in France proved educational in other ways. "I was just off the farm and I wasn't accustomed to dealing with whites on an equal basis, as I could with French civilians. . . . They were used to dealing with Senegalese blacks, and didn't show any racial prejudice. The French girls would give American blacks as much time as they would the whites."

Though his memories today of the Navy are rather fond ones, in 1919 the messman was eager to be discharged. "I was not born to be a waiter! I wanted to have what I considered to be a man's job, so I fulfilled an earlier ambition and enlisted in the Army."

Miller served his Army hitch, returned to Texas, and eventually put in a 30-year civilian career with the Air Force, seeing along the way astonishing changes in American society. It is important to look back, so that the lessons of the past are not lost. Wilber B. Miller provides an opportunity to understand our history from a perspective with which many of us have no experience. □

HMC Miller, an amateur historian, is assigned to the Naval Medical Clinic, Washington, D.C., and contributed the photographs for this story. Wilber B. Miller is his uncle.

France is a long way from Texas, in miles and attitude, as Miller discovered while on liberty in Europe from *Nokomis*.



U.S. Navy Photo

HEED II

Navy adopts lifesaving device

Story by JO2 Mike McKinley

The impact was tremendous.

The helo lost power and dropped 500 feet in five seconds. The disabled Navy HH-46 *Sea Knight* helicopter slammed into the Indian Ocean so hard that one survivor, Aviation Ordnanceman 3rd Class Francis Garcia, isn't certain, to this day, whether the troop seat he was sitting on just collapsed or whether he was actually driven through the seat's webbing by the impact. In either case, he was sprawled painfully on the helo's hard deck as sea water began flooding over him.

Aviation Machinist's Mate 1st Class Timothy Chayka, crew chief of the HH-46 from Helicopter Combat Support Squadron Eleven, was also flattened on the deck by the force of impact. In seconds, he was blanketed by the torrent of water gushing through the chopper's ruptured fuselage.

The force of the crash had snapped the cockpit off from the rest of the aircraft. The pilot, Lt. Steven Rosandich, smashed against the door and broke his jaw. Co-pilot Lt. Gregory LaFave watched helplessly as the windshield collapsed in on him and Rosandich. The smashed instrument panel crushed against their legs, pinning them in the ruined cockpit. Both flyers were immediately swallowed by the sea.

Behind them, Chayka and Garcia were also sinking with the wreckage. Four men — hurt, stunned, and disoriented — desperately struggled to save themselves as their shattered aircraft disappeared into the Indian Ocean.

All four crewmen did escape death that day, thanks in part to their underwater egress training. But two of the men, Lt. LaFave and Petty Officer Garcia, almost certainly would not have survived if it hadn't been for a special piece of survival gear that only recently became available.

The Helicopter Emergency Escape Device, or HEED II, is carried in a zippered pocket of the aircrew survival vest. The device is self-contained and compact — less than two pounds, about 10 inches long and two inches in diameter. A regulator and mouthpiece are attached. The HEED II is activated by inserting the mouthpiece and turning an on-off knob. The compact air tank can supply from two to four minutes of additional emergency air on demand. Although this doesn't sound like much, for men caught in a dark, water-filled aircraft drifting down into the depths, it can mean the difference between life and death. Both LaFave and Garcia credit HEED with saving their lives.

In a recent visit to Washington, D.C., LaFave and Garcia met the man who helped develop the prototype of the improved system now found fleet-wide. He is Master Sergeant John Cleary, USMC, assigned to the Naval Air Systems Command in Washington, D.C. During their meeting with Cleary, LaFave and Garcia related their experiences of Aug. 27, 1987 when their helo went down.

According to LaFave, the mishap occurred while HC 11 was getting ready to deploy back to its home base in San

Diego. "We had taken off from USS *Camden* (AOE 2) after having just changed the aft transmission and were going through the maintenance check flight," said LaFave. Everything was going fine, when suddenly the helo experienced a material failure that resulted in a full power loss. LaFave recalled, "We started at 1300 feet and had pre-briefed the helo to recover at 500 feet. When we went to full power at 500 feet, there was just nothing there. We had experienced a total power loss."

A crash was imminent and the crew had about five seconds until impact. "I remember turning the transponder to emergency, locking my harness, bracing for shock and watching all the windows collapse inward as we hit," said LaFave. He added that though the helo hit with a relatively level attitude, "it broke into several pieces and the next thing I knew, we were underwater."

LaFave compared the crash to a car accident in which "everything happens so fast and you really don't have any idea how severe the accident is going to be. One moment we were in the air and in the next, underwater. And you say to yourself, 'If I don't get out of here, I'm going to die.'"

Underwater and pinned to his seat by the instrument panel that collapsed on his legs, LaFave pulled his helmet off and immediately grabbed for his HEED bottle. Needing air badly and very disoriented, LaFave was now inverted and worried that the device would not function properly upside down. "I just

Lifesaving device

grabbed it,” said LaFave, “and it came out without any problem. I put the mouthpiece into my mouth and took a badly needed breath. Although you’re supposed to purge the HEED first before breathing, in my haste I didn’t, but the bottle still worked just fine.”

LaFave found that the air instantly had a calming effect on him. “It gave me time to think, react, and regain my composure so I could think about what I had to do to get out,” he said. “I undid my harness, pushed the panel away and worked my legs free. I pushed myself over the panel, where the windshield should have been, and got clear. With the HEED, I had plenty of air and I let myself float upward, continuing to breathe with the help of the bottle until I reached the surface and inflated my life preserver. I don’t think I’d be here now without HEED II.”

Garcia had a similar experience. “When we were going down, I had a feeling of hopelessness. There was nothing you could do.” Although he was buckled into the gunner’s safety belt, Garcia didn’t have time to put on his seat belt. “The last thing I remember before impact was looking out the observation window and seeing water right in front of me.” Upon impact, he was thrown from his seat onto the deck and experienced intense pain in his back.

Garcia could feel water rising above his neck. Taking one last breath of air, he began trying desperately to release himself from his safety belt as water went over his head. “I was disoriented and confused,” said Garcia, “everything had happened so fast and I was having trouble getting out of the safety harness.” Feeling trapped and not being able to see an opening out of the helo through the murky water, Garcia said he thought he was going to die. “There was no way I could get myself to a door and make it to the surface.” Then he remembered his HEED.

Pulling the HEED from his survival vest, Garcia popped the mouthpiece into his mouth and started breathing normally. Right away there was a feeling of calm as air filled his lungs. “Once I had that bottle activated and had air, I told myself, ‘Slow down — you’re OK. Now you have a little time.’ ” he recalled. “That bottle helped 100 percent. It gave me that extra time to settle down, get out of my safety harness and make a full scan of the helo and try to find an opening to get out.”

Garcia could feel the helo roll to the right and had the sickening feeling that it was going to roll over entirely. Then he saw a dull light through the gloom, and, still breathing normally with the aid of HEED, he made his way toward the light that proved to be the side door and freedom. As he exited the door, he could feel the helo sinking even deeper. Once clear of the aircraft, he made it quickly to the surface. “That bottle made the difference,” said Garcia.

Rosandich, the pilot, and Chayka, the



The HEED II can provide an aircrewman a few minutes of lifesaving air in an emergency. U.S. Navy photo.

crew chief, did not use their HEEDs to escape. Employing the underwater egress techniques they learned at Miramar and Pensacola, both men made it to the surface. Rosandich tried to use the HEED, but couldn't because of his broken jaw. However, he did use a burst of air from the canister to point the way to safety. In his disoriented state, it was difficult for Rosandich to determine which way was up. The air bubbles from HEED pointed the way to safety.

Following their ordeal, all four men were picked up by another helo from HC 11 and flown to safety. The mishap had happened so quickly, that neither Rosandich or LaFave had a chance to send a "Mayday." But an alert technician saw the helo's radar blip disappear from the screen and a rescue unit was immediately vectored to the aircraft's last known position.

This was the first reported accident where an air crew used the HEED to escape from a sinking aircraft. According to Navy safety experts, in 1981 through 1983, there were 37 Navy/Marine Corps helicopter mishaps that resulted in water entry. In 29 of these mishaps, the helicopter fuselage either inverted or sank immediately following impact, thus requiring the crews to attempt an underwater egress. Twenty-seven men never made it. These losses created the germ of the idea that developed into HEED.

In January 1983, Col. Ward B. Johnson, USMC, then commanding officer of Marine Air Group 46, based in El Torro, Calif., visualized an emergency breathing system for helicopter crewmen that was inspired by a James Bond movie. The device used by Bond consisted of a small air canister with attached mouthpiece. Johnson then mentioned his idea to Marine Sgt. Major L. Lance Ewing, a qualified Navy diver also attached to MAG 46. Ewing felt that Johnson's idea was sound and that such a device could be made.

To help in making this vision a reality, Johnson called upon his unit's senior flight equipment man and parachute rigger, then-Gunnery Sgt. John Cleary,

to find a portable underwater breathing system that would be lightweight, cost-effective and could provide an aircrewman with three to five minutes of air.

Accepting the challenge, Cleary began four months of research into existing devices, and to find something that he could modify for helo use. "I got busy on research and development of the colonel's idea," said Cleary. "We had to do all this without funding. Eventually, I found a machinist who was an expert in scuba systems. He agreed to work with us to manufacture an emergency breathing system.

"I went to work on the project and started going through scuba magazines," said Cleary. "I stumbled upon one device that was OK, but the air bottle was too big. So we had to reduce it down. I borrowed one of the bigger units that looked like it might work, took the regulator off the top and attached it to a small one-man life raft bottle," he recalled. All the modification work was done in the MAG 46 shops.

By the spring of 1983, Cleary had helped design and produce two types of breathing systems that could be mounted in aircrew survival vests. He found that most of the parts that went into the systems were available locally. "For instance," Cleary said, "the oxygen bottles used were already in the supply system. It's the same one used on a one-man life raft." He added that the regulator and mouthpiece were off-the-shelf items from the manufacturer of scuba diving equipment.

Following several tests by both Cleary and volunteer pilots from MAG 46, and after undergoing a number of alterations, the two prototypes were sent to the 4th Marine Aircraft Wing headquarters and on through the chain of command to NavAirSysCom in Washington. "Washington was already considering similar products," Cleary said, "so ours arrived at a good time."

Cleary's efforts were rewarded when one of the two emergency breathing systems was adopted and plans made to start training personnel in its use. The de-

vice was deemed effective, safe, practical and economical. Pilots and crews were so excited about this innovation that, while waiting for NavAirSysCom's official approval of the bottle, two deployed helicopter squadrons went ahead and purchased the breathing device on their own, at personal expense.

In 1986, after minor structural modifications on Cleary's basic design, 8,200 HEEDs were procured for the Navy by a commercial manufacturer and distributed throughout the Navy/Marine Corps helicopter communities. Fortunately, this distribution came in time for LaFave, Garcia, Rosandich, and Chayka, who received their HEEDs and the necessary training only days before deploying.

According to Cleary, he and other riggers are constantly preaching to aircrews to make sure their gear is always with them and in working order. The incident in the Indian Ocean was one case where this preaching paid off. "You can't always trust your abilities," said Cleary. "There are going to be times when you need an aid . . . sometimes your abilities are overcome by events."

Cleary added that HEED is not the only thing you need to escape an aircraft. "The more conventional training in aircraft egress is still important. HEED is there if you need it," he said. "But the alternative is still 'Mark I Mod I,' namely, 'hold your breath, forever.'" Before HEED, that was the *only* alternative.

Capt. Richard Healing, USCG, a spokesman from the Office of the Assistant Secretary of the Navy for Safety and Survivability, in Washington, D.C., said, "Cleary must be given a lot of credit. It took a long time, a lot of effort and a lot of paperwork to make HEED a reality, but he did it. He needed to be patient, motivated and driven, which he was, for the safety of all pilots and crews. Lt. LaFave and Petty Officer Garcia are living testimonies to his inventiveness and ingenuity." □

McKinley is a staff writer for All Hands.

Navy participates in

Story by JO2 David Masci

The switch is closed. Thousands of feet beneath the Nevada desert, a high-explosive charge detonates inside a sealed chamber. In less than one thousandth of a second, a "pill" of radioactive material is squeezed beyond its bursting point. Its atoms start to split, throwing off neutrons that cause other atoms to split, and an irreversible chain reaction begins.

One millionth of a second later, the temperature and pressure inside the chamber equal those of the center of the sun. The chamber's walls are consumed by the fission reaction and an inferno of energy is unleashed.

Transforming matter to energy lies on the outer reaches of physics as we understand it. Scientists can create a nuclear weapon, but they constantly strive to improve its design and control its effects. Forty years ago, such progress depended largely on after-the-fact observation and trial and error. Today, the volumes of data collected from past nuclear tests are computerized. Researchers now can create a "modeling code" to feed into the computer and predict much of how a particular weapon will behave.

The Lawrence Livermore National Laboratory at Livermore, Calif., is one of only two places in the United States where such research is conducted. Since the laboratory's founding 33 years ago, military officers have contributed to the design and development of nuclear weapons there as part of the military research associates — MRA — program.

Vice Adm. Glenwood Clark, head of the Space and Naval Warfare Systems Command, was one of the first MRAs. He entered the program when 95 percent of the laboratory's research effort was nuclear weapons design and testing, according to Livermore's deputy associate director Lyle A. Cox.

Cox coordinates with the Department of Defense to place each MRA in a specific area of research, partly determined by the officer's background and interests.

"As times have changed, the weapons effort is about 50 percent of what we do, and the officers aren't always strictly assigned in what we call the nuclear weapons program," he said.

Of the three Navy MRAs in Livermore, one designs weapons, one works with high-powered lasers and the third studies environmental effects of hazardous waste.

The nuclear weapons designer is Lt. Mary E. Martin. Growing up in Throg's Neck, a neighborhood in Bronx, N.Y., Martin said she always wanted to be a scientist.

"I started learning science by looking at some of my dad's books from when he was in the Navy. He was an electrician's mate and an interior communications electrician," Martin said.

Years later she parlayed a master's degree in physics into a teaching job. But the petite blonde physicist wanted more.

"I didn't want to spend my life as a teacher," Martin said. "I walked into the recruiter's office and asked, 'What do you have for someone with an MS in physics?' One of the first things they asked me was how would I like to teach physics. I said, 'Well, no, not really. That's why I'm here.' They finally talked me into it, though."

After she spent a tour instructing at the Naval Nuclear Power School in Orlando, Fla., Martin became the electrical repair officer on the submarine tender USS *Holland* (AS 32). It was aboard *Holland* that Martin first learned of the MRA program.

"It was something that instantly appealed to me," she said. "I hadn't done any hard and fast physics in almost 10

years. The beam research and the laser stuff are things they were just starting to talk about when I was in school."

After being accepted into the program in June 1985, Martin began working with a team in the Lawrence laboratory's "A" division.

"I work with the design of the nuclear weapons themselves," she said. "Most of my work is done on a computer with the modeling codes." The codes simulate weapon designs with different materials, shapes, temperatures and other variables. "What I work with are the basic beginning designs — how much, what shape



hands-on research

and what sort of things come out.”

Martin said one of her most interesting experiences at the laboratory has been helping to build one of her team's designs for an underground test. She said it gave her a chance to practice some of the things she'd learned aboard ship.

“A lot of what I had learned about working in a ship applied — you do this, you don't do that. Terms, pieces, parts — everything just fell in place. It was great.”

Even though she hasn't been designing weapons as long as her civilian teammates, Martin said she feels like she

belongs. “They treat me like I'm one of them,” she said. “I'm not some outside spy or somebody who's here to kind of tag along. They give me real work to do, and they really sit down and look at what I do.”

According to Martin's team leader, Dan Patterson, the MRA selection process yields officers who can be incorporated directly into a project. “In a very short period of time they're doing work right along with the permanent staff,” he said.

Patterson, a senior nuclear physicist, has supervised many MRAs in his 30

years at Livermore. “Technology has not outstripped the capabilities of the people coming in. They tend to move right in and not flounder around,” he said.

In Martin's view, her three-year tour will not make her an expert on building weapons, but she said she can play an important part in deciding what weapons should go into the Navy's arsenal.

“I think it's important for the Navy to be more than just a user,” she said. “I don't think the Navy's going to expect me to sit in an office, design my own bomb and then build it for them. But what I learn here will enable me to make a judgment as to the merits of a proposed design.”

* * *

Reaching further toward the forefront of technology, Lt. William Fritchie is researching the possibility of shipboard particle beam weapons — a sort of mini-“Star Wars” defense system.

The fact: Moving close to the speed of light, a focused beam of electrons can penetrate several inches of metal before releasing its energy, virtually guaranteeing destruction of its target.

The problem: The advanced test accelerator — ATA — at the Lawrence laboratory, the world's most powerful electron accelerator, is more than 600 feet long. At 50 million volts, ATA's maximum output is still below the requirements for a particle beam weapon.

The question: Can we design a compact accelerator capable of taking out multiple incoming weapons at short range within seconds?

There is no answer yet, but a team of

Navy officers get into the nitty-gritty of weapons and laser development as well as environmental and biomedical research at the National Laboratory in Livermore, Calif. Photo by Bryan Quintado.



scientists at Livermore is working on it. Fritchie is one of them. He is a big, dynamic man whose baby-faced smile accents a sense of humor bred under tough circumstances — gunnery officer on the destroyer USS *Harry W. Hill* (DD 986).

"We had a captain who loved to shoot," Fritchie said. "The ship's primary mission is anti-submarine warfare, but boy, he wanted to melt that barrel down."

Thus began the transformation of a Marquette University ROTC midshipman majoring in business administration

"It's great for me and it's great for the Navy because I'm actually applying what they spent three years and a lot of money trying to teach me."

to a weapons specialist with a master's degree in physics.

Fritchie's second duty station was at the Naval Postgraduate School, Monterey, Calif., studying weapons science. It was there that he first heard of the MRA program.

"I hadn't seen it publicized on big placards saying, 'MRA wants you!' It was just word of mouth," he said.

His interest intensified after a visit to the national laboratory. "One of the things we did in the particle beam physics course was to take a field trip to Livermore. We got to visit the laboratory, and we also went out to Site 300 to see the advanced test accelerator," he said. "My interest was overwhelming. I wanted to be a part of this."

In order to immediately build upon his weapons training with an MRA tour

following postgraduate school, Fritchie switched from unrestricted line to engineering duty officer. This is a common choice for officers who choose to specialize in weapons development.

"I was going into a program I enjoyed," Fritchie said. "It had to do with weapons, only these were state of the art. A lot of it is still on the blackboard, but that's what's really challenging about the job, the fact that every day it's something new."

Duty at the Lawrence laboratory is an ideal follow-on billet after postgraduate school, Fritchie said, because he is applying his new skills and continuing to learn. "I have a master's degree in physics, and sometimes I feel like my education is not adequate to do the job. But I was surprised how much of the knowledge I gained at the postgraduate school has been applied here.

"It's great for me, and I think it's great for the Navy because I'm actually applying what they spent three years and a lot of money trying to teach me."

Fritchie said working with civilian scientists gives him a better perspective for his eventual return to "normal" Navy duty. He also said the interaction benefits both communities.

"I've been able to contribute some of my knowledge about ships to the people here. They have no idea about the nuts and bolts. Something that you would feel is fundamental, they had never even thought of," he said.

* * *

Although weapons development is the main thrust of research at the laboratory, environmental and biomedical studies have spun off to examine the effects of radiation on the ecology. These studies range from predicting the earth's post-nuclear war climate (the "nuclear winter" effect) to examining how shellfish absorb heavy metals.

Lt. Kathleen Watness is pursuing these biomedical studies at the Livermore laboratory. A native of New York City who grew up on Long Island,

Watness became active in environmental protection in high school. She went on to earn a master's degree in environmental biology from Adelphi University in Garden City, N.Y., then joined the Navy in 1978.

The prospect of travel and challenging assignments attracted Watness most. "It's nice when you can have the opportunity to do different things and explore different facets of your talents and personality without having to change employers," she said.

Being a research scientist has always been her goal, but she never expected to do it in the Navy.

While stationed at the Naval Ocean Systems Center in San Diego, Watness became involved in studying the environmental effects of a substance called organotin. The anti-fouling compound is more effective than copper, and also is much more poisonous.

Toward the end of her tour at NOSC, her detailer recommended she apply for an MRA slot. "Basically, what I'm getting involved in is the study of environmental issues. That's something the Navy needs to be concerned about," she said.

Watness's current project is determining if proteins found in mussels can be

"It's a good combination of working with your hands and using your brain at the same time."

used to measure pollution in the water where they grow.

"Mussels are really neat organisms to work with because they're easy to keep in the lab," she said. "You can keep them for long periods of time without feeding them, they're easy to dissect and they're very common, too."



A mussel is removed from its tank and dissected at the national laboratory in a study of the effects of industrial pollution. Photos by JO2 David Masci.

Shellfish produce small proteins which "bind," or collect, metals like copper and zinc. These minerals are essential to their survival.

"The copper is a main component of the blood in these animals," Watness explained. "The proteins act as a storage depot for these metals, but they also have a high capacity to bind heavy metals like cadmium and mercury, which are toxic to the animals."

When exposed to heavy metals, the mussels produce more protein, which stays in their bodies.

"You can use it to a certain extent as an indicator of pollution," Watness said.

"You would tend to see much more of this protein in the animals from a dirty area than from a clean area."

Not all of Watness's research is restricted to the dissecting table. Her team goes out collecting specimens from different areas on the California coast.

"We actually get our hands dirty, which is kind of fun," she said. "It's a good combination of working with your hands and using your brain at the same time."

Being a military research associate is both a working and learning experience, Watness said. "Research science is a lot different from the rest of the world out

there. It's a working environment, but you're working to learn.

"You really learn to think critically and analytically. I would say that's probably the most important thing, learning to think critically and being able to pull things apart and correlate them."

In order to sustain the flow of critical, analytical officers into its weapons programs, the Department of Defense is trying to attract more qualified military research associate applicants. The number of officers at the Lawrence laboratory has dropped from 45 in 1972 to the current 16.

Cox said he believes the program simply needs increased visibility and that its benefits are self-evident. The MRAs get to work with leading-edge people and they get to see how the Department of Energy conducts business at its major laboratories, a way that's different from the way the Department of Defense conducts business.

"It's an excellent training ground for officers with a master's degree," he said. □

OpNavInst 1211.4F describes the MRA program and application procedures. Call OpNav-981N, (202) 695-3633 or Autovon 225-3633 for assistance.

JO2 Masci is assigned to NIRA Det. 5, San Diego.

Bearings

World travelers are 20/20

A 20th birthday and the 20th year of accident-free flying were cause for celebration at Oceanographic Development Squadron Eight (VXN 8) in Patuxent River, Md.

The free world's only squadron devoted to airborne oceanographic and geophysical research, VXN 8 provides the Navy's operating forces with vital information about the changing ocean environment.

The squadron uses the call sign

"World Travelers," and in their 79,000 accident-free flight hours, VXN 8 personnel conducted survey flights over all five oceans from six of the world's seven continents.

With a squadron contingent of 34 officers and 163 enlisted personnel, VXN 8 has five flight crews for their P-3 aircraft. Since the VXN 8 mission is non-combat-related, it has been able to earn the distinction of being the Navy's only operational P-3 squadron with women

serving as pilots, flight officers and aircrewmen.

The squadron's duties include acquiring data on the earth's magnetic field, checking seasonal ice floes and monitoring ocean temperature distribution, currents, eddies and frontal zones. The squadron boasts a high rate of mission completion in some of the world's harshest environments. ■

— *Story by Ens. Philip R. Kennedy, NATC/NAS Patuxent River, Md.*

New field kit developed to test paint

The military has long needed an acceptable method to determine the quality of paints before application, particularly for paints that would be stored for long periods. Through better chemistry, the Navy has developed that method.

The Naval Civil Engineering Laboratory, Port Hueneme, Calif., developed a portable field kit for testing paint. It

weighs less than 14 pounds, is the size of a briefcase and requires no technical training on the part of field personnel.

Dr. Peter J. Hearst, a senior research chemist and principal investigator, said the kit enables painters to conduct tests on oil-based and latex paints, the two coatings most widely used on military structures.

Hearst said the kit provides up to 14

different tests to identify defective or questionable coatings, and use of the kit also decreases lengthy and expensive laboratory testing.

The project was sponsored and funded by the Army's Construction Engineering Research Laboratory. The Navy's prototype kit is undergoing field tests at more than 100 installations. ■

LCAC completes first operational deployment



Three landing craft air cushion vehicles assigned to Assault Craft Unit 5, embarked aboard USS *Germantown* (LSD 42), recently completed the first overseas deployment of the LCAC.

During the course of the western Pacific deployment, the LCACs were highly successful participants in a number of amphibious exercises involving the U.S. Navy and Marine Corps and allied forces.

"We've been looking forward to this event for over two years," said Cmdr. Walt Fini, commanding officer of ACU 5. "It marks the final transition from a research and development-oriented organization to a full-fledged operational fleet unit."

Initial tests conducted in Florida and Southern California confirmed the LCAC to be a major innovation in amphibious warfare technology. While only 17 percent of the world's beaches are suitable for conventional landing craft operations, it is estimated that the LCAC will be usable on over 70 percent of the world's coastlines.

Like all hovercraft, the LCAC rides on a cushion of air. This means it is unaffected by submerged rocks, shoals or adverse tides and currents. Its speed of over 40 knots and its endurance make it effective in over-the-horizon landings, making beach defense more difficult for an enemy. ■



Famous artist designs *Arizona* trophy

On Dec. 7, Chief of Naval Operations Adm. Carlisle A.H. Trost accepted a trophy commissioned to honor those killed aboard USS *Arizona* (BB 39) at Pearl Harbor. The trophy was presented at the Naval Museum in Washington, D.C., by Arizona governor Evan Mecham and Maj. Gen. Donald Owens, commander of the Arizona National Guard.

The trophy's designer and sculptor, Bob McCall, is a man familiar with the details of the Japanese attack.

"I've studied every document, photo, map and illustration I could get my

hands on," McCall said. "I even looked at captured Japanese films, which *Life* acquired, to better understand what happened. Naturally, that understanding has gone into the design of this trophy."

Despite all his work on the Pearl Harbor theme, McCall is perhaps best known for his links with American space exploration. His murals depicting the *Apollo* space project are seen by millions each year at the National Air and Space Museum in Washington, D.C. ■

— Story by JO2 (SW) Gary Ross, All Hands staff.

From out-of-shape to shaped up

His hair is neatly cut, his Navy uniform crisply pressed — Personnelman 2nd Class David Dallas is the epitome of a young sailor conscientious about fitness and being "squared away."

But Dallas, assigned to active duty services at NAS Glenview, Ill., loves to tell the story about a 3rd class petty officer he used to know who was 50 pounds overweight, a heavy drinker, smoked four packs of cigarettes a day and had high blood pressure. In fact, his blood pressure was so high he suffered daily nose bleeds, and was once rushed by ambulance to the hospital, where doctors suspected he was having a stroke. All this, and he was only 21 years old.

Dallas knows this story well, for he was that sailor.

The birth of his first child convinced Dallas to shape up. "I remember when my own dad died," he said. "He was overweight and died of cancer at age 39. I was 18 and felt cheated by his death. I couldn't do that to my own children."

Dallas quit smoking and began a fitness program. He made typical beginner's mistakes. The first day, wanting instant results, he ran as far as he could,



three quarters of a mile. His regimen was playing basketball until he dropped, followed by running as far as he could.

Today Dallas is training more sensibly for a marathon. Every Sunday he's running in a meet, and his longest distance now is 13.5 miles. "My philosophy is, 'if you think it's good for you, then do it.' I started taking vitamins, eating lots of fruit and whole-grain products," he said.

Dallas begins his day with a six- to 13-mile run, and he does sit-ups and push-ups each night. In between, he eats good meals and drinks a lot of water. Every other day he lifts weights.

"No one can make you do it but you," Dallas said. "I was never motivated before — lax on haircuts, getting to work late and only a so-so performer. But after losing 72 pounds in six months, I can honestly say that my life changed 180 degrees. I'm a better husband and father and hopefully, a better worker."

In the two years since he's dropped his weight, Dallas has won Gold and Silver Wreaths for recruiting excellence and has been Sailor of the Quarter. He was selected to serve as driver for such high-ranking visitors as the Chairman of the Joint Chiefs of Staff, the Chief of Naval Operations, the Commander of the Naval Air Reserve Force and the Director of the Space Program, "... jobs I know I never would have gotten if I was still fat," Dallas concluded. ■

— Story by JO1 Linda Creesy, Public Affairs Office, NAS Glenview, Ill.

2

Navy Rights & Benefits



Education Opportunities

Education Opportunities

Education is an essential part of every service member's career. The Navy provides personnel with a wide variety of programs to assist them in every facet of civilian education, whether it's fulfilling requirements for a high school diploma equivalency certificate or completing a graduate degree program.

Schooling can meet purely personal goals, or be geared specifically for career growth. Here is a look at the basic education opportunities available to Navy members.

It is the goal of the Chief of Naval Operations to make education accessible to all naval personnel. And there are definite rewards for continuing education. For example, enlisted personnel advancing to pay grades E-4 to E-6 will be awarded two points in the advancement computation if they complete an associate's degree while on active duty and an additional four points if they complete a baccalaureate degree after they enter the Navy. The Navy's commitment to accessible education is carried out through Navy Campus.

Navy Campus: The Navy's Voluntary Education Program

Since Navy Campus was established in 1974, thousands of Navy men and women have taken advantage of the education opportunities at their disposal to earn:

- high school diplomas or equivalency certificates
- certificates of civilian apprenticeship
- vocational or technical certificates
- college degrees — associate, bachelor, or graduate

Navy Campus provides assistance every step of the way in defining and achieving individual goals with educational counseling, free testing services, financial aid, and personal counseling.

On-Base Navy Campus — The Navy brings college courses directly to Navy installations worldwide. More than 90 dif-

ferent colleges teach classes at 74 locations. Personnel can finish high school or begin to work on a college degree. There are also opportunities to improve basic competencies in reading, mathematics and writing.

Program for Afloat College Education — PACE makes it possible for personnel at sea to continue their college study. These courses were initially presented on film to the crews of *Polaris* submarines in the early '60s. Since that time, PACE has become a fully-funded program with civilian instructors employed under a contract by civilian colleges. This approach has limitations since some ships cannot take civilian instructors on deployment. The Navy is presently exploring (through the PACE II demonstration project) other ways college courses can be provided on every ship in the fleet.

Tuition Assistance — TA is available to all active duty personnel at congressionally-mandated levels. The Navy pays tuition costs at:

- 100 percent for high school completion
- 75 percent for all officers and enlisted

Navy Campus education specialists authorize TA for personnel participating in Navy Campus.

High School completion — Service members can complete high school requirements during off-duty time with the full cost of classes paid under Navy TA.

Functional Skills Program — A voluntary, on-duty program, Functional Skills is designed to improve reading comprehension, math skills and writing skills. It helps personnel polish basic skills needed to cope with practical on-the-job requirements such as writing evaluations and drafting letters. Up to 45 hours of classes are offered at most Navy bases and on some surface ships at no cost.

Service members Opportunity Colleges, Navy

SOCNav is a consortium of 440 member colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for the military student.

Through SOC, a special associate's degree program, SOCNav was established for the Navy. Active duty personnel can earn an associate's degree in selected fields of study associated with their ratings or military occupations. Currently, 31 accredited colleges have combined to form a worldwide network in nine curriculum areas:

- Accounting
- Automotive Maintenance
- Aviation Maintenance
- Communications Electronics
- Computer Studies/Data Processing
- Digital Electronics
- Law Enforcement
- Management Science
- Flexible (General Studies) — The

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flexible network is used to accommodate specialties not represented by specific curricular networks.

All institutions in the SOCNav program agree to accept credit transferred from any other college in the network. The Navy is planning to have a total of 15 curricular networks in place over the next five years and is beginning to develop a baccalaureate level SOCNav.

Certificate/Degree Program — Under this option, selected civilian institutions waive all residency requirements for a college degree. Navy personnel must meet the institution's own requirements, sign a Letter of Agreement and complete the program within 10 years. The agreement between the Navy student and the college is valid even upon separation from the Navy.

Apprenticeship Program — This program gives Navy enlisted personnel a means to apply Navy training and credited work experience in their technical skills to civilian journeyman certification. Apprenticeships are available through agreement with the Department of Labor in 15 ratings, with additional ratings under development. Up to 50 percent of the total required training can be satisfied by appropriate previous experience.

Earning college credits for Navy formal training — The excellence of Navy technical training is widely recognized in the academic world. The American Council on Education believes that the military's special ability to train and develop highly-skilled individuals in many fields can have an impact on post-high school education.

ACE sends evaluation teams to Navy schools to examine course outlines, visit labs as well as classes, and talk to instructors. Their recommendations on the number of credits that should be given for completing the Navy courses are published every two years in the Guide to Evaluation of Educational Experi-

ences in the Armed Services. The ACE guide also translates Navy technical school courses into course titles at civilian institutions. The majority of American colleges use the ACE guide recommendations to award Navy personnel credit in a college program.

Navy Campus education specialists review credits earned in Navy schools as well as the credits the ACE guide recommends for experience in a particular rating. Total credits earned in the Navy are then combined with other credits accepted by the college for previous civilian schooling. The result can be an accumulation of significant credits toward a college degree.

Defense Activity for Non-Traditional Education Support

DANTES is an agency which supports the voluntary education programs of all the armed services. Non-traditional education typically means that the educational experiences did not take place in a formal classroom. To document that experience, DANTES runs a comprehensive examination program.

DANTES testing sections, located at major shore stations and on many large ships, provide for the administration of examinations. Navy Campus education specialists give the tests.

These tests allow Navy personnel to be certified by national registries in their occupational and professional specialties. DANTES has agreements for certification with more than 18 organizations.

The DANTES Independent Study Catalog lists courses from accredited colleges and universities approved for tuition assistance reimbursement. In addition, the DANTES Guide to External Degree Programs provides information about institutions which offer external degrees.

Enlisted Education Advancement Program

EEAP offers career-motivated enlisted members the opportunity to pursue a course of instruction at a participating junior or community college leading to an associate of arts/science degree in a rating-related or management-related discipline.

EEAP provides for the completion of associate degree requirements to improve qualifications for advancement and to improve supervisory abilities of high-quality enlisted personnel. Selectees will receive full pay and allowances (less proficiency pay), but will pay all costs for tuition, books and other fees.

The course of study must continue through the summer months and the requirements for an associate degree must be completed in 24 calendar months or less. Six years of obligated service will be incurred in exchange for the opportunity to participate in the program.

Eligibility requirements for EEAP are:

- Be on active duty in paygrade E-4 or above
- Have at least four years, but not more than 14 years of active service as of Sept. 1 in year of application
- Be a high school graduate or have passed the GED test
- Have a word knowledge/arithmetic reasoning of at least 110 on the Armed Services Vocational Aptitude Battery Test
- Have successfully met Navy physical fitness standards within the past 12 months
- Have no record of conviction by court-martial, non-judicial punishment or by civil court for other than minor traffic violations during the previous two years
- Must agree to re-enlist or extend

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enlistment to have six years of active obligated service as of enrollment date

- Must be recommended by the commanding officer OpNavNote 1510 has further details on EEAP.

Enlisted Commissioning Program

ECP is an undergraduate program that provides an opportunity for outstanding, career-motivated active duty enlisted personnel in the Navy or Naval Reserve, who have previously earned college credit to earn a regular commission.

Selectees will be ordered to the ECP on a permanent-change-of-station basis and enrolled in a participating Naval Reserve Officers Training Corps (NROTC) host university. ECP students receive full pay and allowances for their enlisted paygrades and are eligible for advancement. Tuition, fees, books and other expenses incurred while participating in the ECP will be paid by the student.

Selectees are expected to complete degree requirements for a non-technical degree in not more than 30 calendar months or a technical degree in not more than 36 calendar months, attending school on a full-time, year-round basis. Eligibility requirements for the ECP are as follows:

- Be a citizen of the United States.
- Be an enlisted member of the Navy or Naval Reserve on active duty and have completed at least four years (of which three years were in other than a school environment), but not more than 11 years of active service as of Sept. 1 in the year of enrollment.
- Have completed sufficient undergraduate course work to complete requirements for a non-technical degree in 30 months or technical degree in 36 months.
- Be at least 22 years of age, but able

to complete degree requirements and be commissioned prior to 31st birthday.

- Have a cumulative grade point average of 2.5 or better on a 4.0 scale (GPA is based on grades for all courses taken).

- Have a certified copy of the Scholastic Aptitude Test or the American College Test scores from test taken after Aug. 31 of the preceding year. Acceptable scores for this program are 430 verbal/520 math on the SAT, or 19 English/24 math on the ACT.

- Meet physical standards for officer candidates.

- Have no record of conviction by court-martial, non-judicial punishment, or civil court for other than minor traffic violations during the two years preceding Nov. 1 of the year of application. Have no record of a felony conviction (military or civilian) regardless of the date, or any record of drug abuse while in an enlisted status.

- Be recommended by the commanding officer.

Interested persons should see their career counselor and check OpNavNote 1530 or contact the Enlisted Commissioning Program Manager, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Broadened Opportunity for Officer Selection and Training

The BOOST program is an academic program which enables enlisted personnel to acquire the scholastic skills and academic credentials to pursue a naval commission through established commissioning education programs such as the Naval Academy or NROTC.

The academic program at BOOST provides college preparatory instruction emphasizing mathematics, physical sciences, and communication skills of

reading, writing, listening and speaking. Included in the program are educational and personal counseling, development of study skills and time management. The basic program is followed by an eight-week NROTC preparatory session for participants receiving NROTC scholarships.

Eligibility requirements for BOOST are as follows:

- Prospective NROTC Scholarship Program applicants must not have reached their 21st birthday by June 30 of the year entering BOOST school. Candidates with active service in the Armed Forces prior to entering BOOST school may be granted a waiver on a month-for-month basis up to a maximum of 27 months.

- Prospective USNA candidates must not have passed their 21st birthday on July 1 of the year entering BOOST school, and must be unmarried with no dependents.

- Minimum Scholastic Aptitude Test scores for eligibility are: 390 verbal/460 math. Minimum American College Test scores for eligibility are: 17 English/20 math.

Interested personnel should see their career counselor and check OpNavNote 1500 or contact the BOOST program manager at the Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Education and Training Management Subspecialty

The ETMS program prepares officers to manage education and training activities. Billets are located throughout the Naval Education and Training Command and at other activities in ranks of O-3 through O-6.

The graduate level curriculum that qualifies officers for the ETMS subspe-

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cialty code combines education and training principles with general management. To satisfy the education requirements for this subspecialty, officers complete course work in such areas as: organizational development; educational research and psychology; resource planning and programming; applications of computer technology to education and training; contract administration and evaluation; and design and evaluation of technical training programs. Officers can usually complete the full-time curriculum in 12 to 15 months.

The officer subspecialty is now available and fully funded at the following universities: Stanford, Harvard, George Washington (Washington D.C.), Old Dominion (Norfolk, Va.), San Diego State, Memphis State, and the University of West Florida (Pensacola). In addition, an off-duty curriculum is available at most of these universities and at the University of North Florida/Jacksonville University as well.

For more information on ETMS, contact Chief of Naval Education and Training, Officer Accessions, or NMPC 440 at Autovon 922-4994.

Veterans Administration Programs

The Veterans Administration manages three basic educational assistance programs for service members and veterans: the Vietnam Era GI Bill, the Veterans Educational Assistance Program and the Montgomery GI Bill of 1984 (new G.I. Bill).

Vietnam Era GI Bill — Veterans who served on active duty for more than 180 continuous days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability, or (c) continued on active

duty, are eligible for educational benefits under the Vietnam Era GI Bill.

Also eligible are those who contracted with the armed forces and were enlisted in, or assigned to, a reserve unit before Jan. 1, 1977; and who, as a result of this enlistment or assignment, served on active duty for more than 180 days — any part of which began within 12 months after Jan. 1, 1977 — and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full-time educational benefits, or the equivalent in part-time benefits. Those with less than 18

continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served. The table above shows the various monthly amounts a veteran will receive under the current rates for Vietnam Era GI Bill users. These payments are non-taxable.

Programs of education approved for training under the Vietnam Era GI Bill include apprenticeship, on-the-job training, and cooperative programs. A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment. Full-time institutional

GI Bill Rates

	No Deps.	1 Dep.	2 Deps.	Each Add. Dep.
INSTITUTIONAL				
Full time	376	448	510	32
Three-quarter	283	336	383	24
Half time	188	224	255	17
COOPERATIVE	304	355	404	23
APPRENTICESHIP/OJT				
1st 6 months	274	307	336	14
2nd 6 months	205	239	267	14
3rd 6 months	136	171	198	14
4th 6 months	68	101	131	14
FARM COOPERATIVE				
Full time	304	355	404	23
Three-quarter	228	266	303	16
Half time	152	178	202	11
ACTIVE DUTY, OR LESS THAN HALF TIME				
Tuition cost, not to exceed rate of \$376 for full time; \$283 for 3/4 time; \$188 for 1/2 time or less but more than 1/4 time; \$94 for 1/4 time or less.				
CORRESPONDENCE				
Reimbursed at a rate of 55 percent of the cost of the course.				

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training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full-time. Vocational or educational counseling will be provided by the VA on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. A change from one program to another, when the first is a prerequisite to the second, is not considered a change of program.

Veterans who have not received a high school diploma (or equivalency certificate), or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's release from active duty or Dec. 31, 1989, whichever occurs first. Eligible members with continuous active duty from Oct. 19, 1984, through June 30, 1988, will be automatically converted to the Montgomery GI Bill on Jan. 1, 1990.

Tutorial Assistance — Veterans who use the GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veterans/students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The veteran's school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to \$84 monthly for tutoring until a maximum of \$1,008 is received. Payments are made as reimbursements, not as advance allotments. Application for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the

Veterans Benefits Timetable

AFTER SERVICE YOU HAVE	BENEFITS
10 years	Montgomery GI Bill: The VA will pay you while you pursue an approved program of education.
10 years or until Dec. 31, 1989, whichever comes first.	Vietnam Era GI Bill: The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program.
10 years	VEAP: The VA provides financial assistance for education and training of participants.

date the claim was received by the VA.

VA Work-Study Program — Veterans using their GI Bill educational benefits who enroll full-time in college-degree vocational or professional programs may "earn while they learn" under the VA work-study program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran's need to supplement monthly educational assistance or subsistence allowances. The number of applicants selected will depend upon the availability of VA-related work at the veteran's school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of \$3.35 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours, depending upon work availability, class schedule and personal needs.

Under the work-study agreement, veterans may receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of

service performed under the agreement.

Services performed under the VA work-study program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools or VA regional offices, outreach services under the supervision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclusive — the nature of work will depend upon a veteran's interests and the type of work situation available.

Veterans Educational Assistance Program

VEAP replaced the Vietnam Era GI Bill for service members who entered the Navy for the first time during the period Jan. 1, 1977, through June 30, 1985. To remain eligible for the VEAP, members must have initially enrolled prior to March 31, 1987, or during the period Oct. 28, 1986, through March 31, 1987. Eligible members may contribute to the VEAP either by monthly allotments of \$25 to \$100 (in \$5 increments), or by lump sum contribution. Members must agree to participate in the VEAP for a

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minimum of 12 consecutive months, but disenrollment prior to 12 months is permitted in cases of financial hardship. The maximum amount that a service member can contribute is \$2,700. The Navy will match contributions at a rate of \$2 for every \$1 contributed by the participant. With Navy matching funds, the maximum account amount is \$8,100.

Participants receive monthly benefit payments based on the number of months they contributed, or for 36 months, whichever is less. The maximum monthly benefit payment is \$300. Benefits may be used in the same education programs authorized under the Vietnam Era G.I. Bill except for cooperative programs.

If entry into the service was on or before Sept. 7, 1980 (enlisted), or Oct. 16, 1981 (officer), veterans must have served on active duty for a continuous period of more than 180 days or have been discharged for a service-connected

disability. If entry into the service is after the above listed dates, veterans must serve on active duty for a continuous period of 24 months. Benefits may be used in service after completion of the first obligated period of active duty or six years, whichever is less. Participants have 10 years from the date of last discharge or release from active duty within which to use these benefits. The Navy's governing directive of the VEAP is OpNavInst 1780.1.

Montgomery GI Bill Act of 1984

The Montgomery GI Bill Act of 1984 established a program of education benefits for individuals initially entering military service after June 30, 1985. Service members will have \$100 per month deducted from their pay for the first 12 months of their service, unless they specifically elect not to participate in the program. Service members eligible for the Vietnam Era GI Bill as of Dec. 31, 1989, with continuous active duty from Oct. 19, 1984, through June 30, 1988, are also eligible for the Montgomery GI Bill with no reduction in pay required. Naval Academy or NROTC scholarship graduates commissioned after Dec. 31, 1976, are not eligible for this program.

Active duty for three years, or two years active duty plus four years in the Selected Reserves, will entitle an individual up to \$300 per month for 36 months. Benefits accrued under the Montgomery GI Bill can be utilized for residence programs in institutions of higher learning, residence courses in non-college degree schools, correspondence courses, apprenticeships and on-the-job training. In-service use of benefits is available after two years of active duty, and veterans have 10 years after discharge to use their benefits. An honorable discharge is required.

An educational entitlement program

is also available for members of the Selected Reserve. Eligibility applies to individuals who, after June 30, 1985, enlist, re-enlist, or extend an enlistment for a six-year period. Benefits may be paid to eligible members of the Selected Reserve who complete their initial period of active duty for training and complete 180 days of service in the Selected Reserve. Full-time payments are \$140 per month for 36 months.

Further information on the Montgomery GI Bill can be found in OpNavInst 1780.2.

Graduate Education

Graduate education is increasingly important to the naval officer as a means of enhancing professional development. There are several avenues available to achieve this goal, the foremost being fully funded graduate studies at either the Naval Postgraduate School, Monterey, Calif., or at selected civilian universities. Programs and year groups are provided in an annual OpNavNote 1520. Officers are selected based on professional performance, academic background (including off-duty education) and the Navy's requirements for subspecialists at regular lieutenant and lieutenant commander boards. Selectees remain eligible while they remain in that grade.

Currently, approximately 1,650 officers from all services and some foreign countries are attending the Naval Postgraduate School and studying such curricula as aeronautical and naval systems engineering, communications, electronic warfare, command and control, anti-submarine warfare, national security affairs, management sciences or computer technology. An additional 150 naval officers per year enter civilian institutions to study naval architecture, ship construction, civil engineering, supply systems management, religion or law. Quotas are available for all curricula.

Keep VA posted

It is essential for veterans to keep the VA informed of their current address. Records are kept at one of the two following addresses. A change of address must be sent to the location where the veteran's records are located. In addition to the new address, the veteran's name and file number must be included.

- Veterans Administration Center

P.O. Box 8079

Philadelphia, Pa. 19101

- Veterans Administration Center

Federal Building, Fort Snelling

St. Paul, Minn. 55111

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A limited number of officers (approximately 30 annually) may be selected for the Advanced Education Program. The AEP provides an opportunity for officers to attend a civilian university for up to 24 months of full-time study to complete master's level graduate study. Their studies must be consistent with their designators and lead to earning a subspecialty. Commissioned officers in grades of lieutenant junior grade through lieutenant commander are generally eligible. Participants receive full pay and allowances, but must pay their tuition and other educational expenses. The program is described in OpNavInst 1520.30.

Officers interested in either the Naval Postgraduate School or AEP can call the Assistant for Graduate Education for more information at Autovon 224-4932 or commercial (202) 694-4932.

Another alternative is the Scholarship Program. A limited number of officers can accept a scholarship or fellowship to undertake graduate studies leading to a P-coded subspecialty. Participants receive full pay and allowances for up to two years of study. Tuition and all other educational expenses must be paid by the scholarship donor or individual officer.

Program details are outlined in OpNavInst 1520.24.

Approximately five officers may be selected annually to study in the Law Education Program. This program provides up to 36 months of full-time, fully-funded study at an ABA-approved law school to earn an LLB or JD degree. Satisfactory completion of the program leads to assignment and detail as a judge advocate in the Navy. Officers who are college graduates and serving in paygrade O-3 or below and have served on active duty for a period of not less than two years, nor more than six years, are generally eligible to apply. Program details are in SecNavInst 1520.7D.

A final alternative is attending college on off-duty time. If the prospective curriculum is approved and meets subspecialty requirements, the Navy will provide funding through the TA program for up to 75 percent of tuition and related educational expenses. Individuals may also undertake any program on off-duty time utilizing GI Bill benefits, VEAP or personal finances.

For more information, personnel should check the current OpNavNote 1520 (Graduate Education Program) and

applicable program directives discussed above. In addition, the Office for Continuing Education at Naval Postgraduate School directs officer graduate work and provides self-study courses in specific areas.

College Degree Program

The College Degree Program provides an opportunity for officers in grades of chief warrant officer 2 through commander to earn a bachelor's degree. Selected officers can take up to 18 months of full-time study to complete degree requirements in service-related fields at a civilian university. Participants receive full pay and allowances, but must pay their tuition and other school-related expenses. Program details are in OpNavInst 1520.26. □

Navy Campus Education Specialists

Civilian education specialists are hired by Navy Campus to assist personnel in planning their education programs. The services of the education specialists are available without cost at most naval facilities in the continental U.S. and abroad. The education specialists help with such things as:

- assisting in establishing realistic education goals
- evaluating training and experience for credit

rience for credit

- recommending secondary and post-secondary institutions
- assisting in course enrollment and registration
- recommending specific courses and programs of study
- advising and obtaining financial assistance
- administering tests offered through DANTES (GED, ACT, SAT, CLEP)

DANTES exams available:

- College-Level Examination Program (CLEP)
- DANTES Subject Standardized Tests (DSST)
- Scholastic Aptitude Test (SAT) and American College Testing (ACT) Assessment Program
- ACT's Proficiency Examination Program (PEP)
- General Education Development (GED). The GED is available free of charge to Navy personnel stationed overseas who seek a high school equivalency certificate or diploma. There may be a charge for testing within the continental United States.
- Graduate Record Exams (GRE)
- Occupational and Professional Certification Tests

Mail Buoy

Navy memorial statue

In regard to HMC (SS) Joseph A. Copola's concern for the "out of uniform" Navy memorial statue — the statue is supposed to represent the essence of being a sailor — the challenge, loneliness, joys and sorrows of being in the Navy. The open coat and hands in the pockets reflect the sometimes trying times we all have serving in the military. If it is spit and polish you're looking for, frame the Uniform Regs.

—HM2 Terry Larkin
Navy Recruiting District
San Francisco, Calif.

Japan: More than meets the eye

I found the cover story on Japan very informative. However, there are certain points to ponder.

The yen is not falling. In fact, it's stronger today since post-war. It is the U.S. dollar that has fallen — 46 percent since the agreement of the G-7 countries. (263 yen = \$1 in February 1985; 133 yen = \$1 November 1987).

While there is a mention of the Okinawa prefecture, there is not a single article on this vital island. Here, the U.S. Navy is a small but important part of the mission of the U.S. 7th Fleet. Since the return by the U.S. government in 1972, Okinawa has had to "fight the image" of being an outsider.

While I do not disagree with any item that JO1 Lynn Jenkins wrote about, it did however seem one-sided that Jenkins did not have the chance to explore not only Okinawa, but Misawa and Sasebo. I have been stationed in Japan since 1984 and have found the country an exciting tour of duty. I encourage you to explore the area outside of the Kanto Plain. There is more than the Tokyo metro area. It is there, outside of Tokyo, one can appreciate the "Land of the Rising Sun."

—JO2 Christopher Carmichael, NSGA
Hanza, Japan

Soap gets in your eyes

I am writing you concerning a picture in the October issue of *All Hands*. In your picture inside the back cover, you displayed a senior chief petty officer during a Navy Relief helo wash fund-raiser.

You stated that \$11,259 was raised for Navy Relief, which is a very worthy cause. The only problem was that the senior chief was not wearing his eye protection properly, thus promoting bad safety practices.

Safety is something we all are taught to practice at work. We should also teach others

to practice safety after work, during fund-raisers, etc.

A substantial amount of money was raised that day, but nowhere near the amount it would take to compensate for someone's eyesight or life for that matter! Eyesight and lives are irreplaceable.

The next time you decide to promote a good cause, take the time and use a picture that also promotes good safety.

—AMASN David Sutherland
Aircraft Division Attack Squadron 95

• *The senior chief apparently didn't feel soapy water was that dangerous, but your advice is good.* — Ed.

Engineering vs. Engineer

This is just an informal note to point out an error in an *All Hands* article.

Having transferred through several duty stations and been on five weeks leave this year, I've missed several issues of *All Hands* and noticed in my catch-up reading that the article on Kings Bay on Page 12 of the August 1987 issue contained an error considered very serious in certain circles. In the third paragraph the sentence about Capt. A. Kent Riffey: "A Civil Engineering Corps officer, Riffey oversees. . ."

There has never been a Civil Engineering Corps. There is a Civil Engineer Corps whose officers have studied civil engineering. I just thought I would point that out so that in the future a mistake like that can be avoided.

—Lt. Terry Preble
Kaneohe, Hi.

Correction

• *In the July '87 All Hands, Page 13, the photo of the late Cmdr. Joseph Z. Brown, commanding officer of USS Constitution at the time of his death, was incorrectly credited. The photo was taken by JO1 Millie Tamberg.* — Ed.

The "notorious" HMS Rose

I have read with interest your article concerning HMS Rose but am curious as to why the adjective "notorious" should be selected to describe the activities of this British warship.

As your article points out, HMS Rose was given the assignment of suppressing smuggling activities in Narragansett Bay. In the discharge of these duties, HMS Rose was doing nothing more than enforcing the constitu-

tionally-enacted laws which applied to Rhode Island and the other American colonies; laws which every public official from Massachusetts Bay to the Savannah River had sworn to uphold. May we construe from your judgment on HMS Rose that, in some future article, we will read of the "notorious" anti-smuggling activities of the U.S. Coast Guard?

—Judson Callaway NSGA
Edzell, Scotland

• *These 1775 laws were not "constitutionally-enacted" (there was no constitution until 1787), they were royally decreed by England's George III. Some Americans (who became known as "tories") supported the British tax-collecting effort, but their side lost (see "Revolution, American" in any encyclopedia). After the revolution, smuggling (which used to be patriotic) became illegal, and Alexander Hamilton shook the congressional money tree hard enough to start the Revenue Cutter Service. But that wasn't until 1790.* — Ed.

Reunions

• **USS Lexington (CV 2)** — Reunion April 27-30, 1988, San Diego. Contact Walt Kastner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752.

• **USS General H.W. Butner (AP 113)** — Reunion May 13-16, 1988, Albany, N.Y. Contact John Bianchi, 18 Stanford One, Amsterdam, N.Y. 12010; telephone (518) 843-0720.

• **USS Longshaw (DD 559)** — Reunion May 18, 1988, Davenport, Iowa. Contact Louis Reynolds, 4506 Sheridan, Davenport, Iowa. 52806; telephone (319) 391-1710.

• **USS Amsterdam (CL 101)** — Reunion May 19-23, 1988, St. Petersburg Beach, Fla. Contact Edward E. Jointer, 8355 Boca Gega Dr., St. Petersburg Beach, Fla. 33706; telephone (813) 367-4807.

• **USS Zane (DMS 14)** — Reunion May 20-22, 1988, Tampa, Fla. Contact Colie Gruber, 5115 Gateway Drive, Tampa, Fla. 33615; telephone (813) 884-4019.

• **USS Conyngham (DD 371)** — Reunion June 2-5, 1988, Omaha, Neb. Contact Jack P. Dawson, 2912 Rogers Ave., Tampa, Fla. 33611; telephone (813) 839-0760.

• **USS William D. Porter (DD 579)** — Reunion June 9-12, 1988, Norfolk, Va. Contact Bill Glover, 6710 S. Mcrling Loop, Floral City, Fla. 32636; telephone (904) 344-8792.

Subic jumper

Photo essay by JO2 (SW) Greg Lewis



For an avid horsewoman, the riding only gets better and Lt. Cmdr. Nancy Stone is no exception to the rule. Stone, commanding officer at Subic Bay Naval Facility's Transient Personnel Unit, has been fascinated with equestrian arts since childhood.

Although Stone's main priority and responsibility is to oversee the speedy transit of the many sailors who pass through the Republic of the Philippines daily, she still makes the time to ride.

Here, at Subic Bay's El Kabayo Riding Stables, Stone is caught capping off riding practice with a successful jump. From cinching her saddle strap down tightly to giving her mare a final pat on the back, Stone displays the expertise and love of action which gives life to her fascination. □



'The Signalman' by Walter Brightwell

ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1988



PERIODICA

Persian Gulf

7.05
16



Photo by PH1 Terry Cosgrove

SN Lee Richardson writes home from a quiet spot on the 16-inch projectile deck of USS *Missouri* (BB 63), where ammunition is stored for use in the ship's 16-inch guns. Richardson stands duty in the number two turret.

ALL HANDS

MAGAZINE OF THE U.S. NAVY

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65th YEAR OF PUBLICATION



Photo by PH1 Chuck Mussi

The Gulf — on duty with minesweepers — Page 18

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Front Cover: RMSN John M. Joyce, aboard USS *Inflict*, records the discovery and destruction of another mine in the shipping lanes of the Gulf. See story, Page 18. Photo by PH1 Chuck Mussi.

Back Cover: The Navy's only white-hulled ship, USS *La Salle* is forward-deployed to the Gulf on a permanent basis and is painted white to reflect the sun's scorching rays. See story, Page 4. Photo by PH1 Chuck Mussi.



Navy Currents

Gulf commands consolidated

The Navy's Middle East Force was absorbed by the Joint Task Force Middle East in February.

Based on lessons learned since JTFME was established in September, Secretary of Defense Frank C. Carlucci III made the organizational change to improve economy and efficiency and strengthen command and control within the U.S. Forces.

Rear Adm. Anthony A. Less assumed command of U.S. operations in the region in February, relieving both Rear Adm. Dennis M. Brooks, commander, Joint Task Force Middle East, and Rear Adm. Harold J. Bernsen, commander, Middle East Force. The consolidated command will continue to report directly to the Commander in Chief, U.S. Central Command, Marine Corps Gen. George B. Crist. □

DoD cuts

The U.S. military will see a 10 to 12 percent cut in funding over the next five years, which will affect the size of the active-duty forces as well as the number of civilian employees.

Deputy Secretary of Defense William H. Taft IV said in a news conference Dec. 8, 1987, that DoD will cut the projected budget for fiscal years 1989 through 1994 by 10 to 12 percent.

Taft said that no program would be exempt from cuts, including force structure — the number of men and women on active duty.

"There would certainly be some force structure reductions and (the Secretary of Defense's) statement of his priorities indicates that will happen," Taft said. He did not say exactly how much the reduction would be but indicated the military would be a smaller force by 1994 and said there would also be civilian cutbacks.

Taft reiterated the plan outlined by Secretary of Defense Carlucci in his recent testimony before the Senate Armed Services Committee.

"We prefer to end programs in order not to stretch out all programs or larger numbers of

programs," Taft said. He added that DoD planners want to keep the buying of systems at efficient rates, and to go to a somewhat smaller force, if, for the same price, they could have a larger force but a less ready one. Taft said DoD "considers force structure as a lower priority than readiness and sustainability."

After the services submit cutback plans, DoD will review them and formulate reductions during the next several months. □

Election news

As the big elections of 1988 draw near, the Department of Defense reminds all DoD employees of restrictions on campaigning for political candidates.

DoD Directive 1344.10 sets forth the political activities of members of the Armed Forces and DoD Title 5, Part 733, Code of Federal Regulations, outlines the permissible campaign activities of civilian DoD employees.

Base commanders are reminded that base clubs, auditoriums or other facilities cannot be used by politicians, either incumbents or challengers, or their staffs, for political meetings, press conferences or fund-raising dinners or parties. Neither can support be given to candidates in the form of military bands, color guards or speakers.

Candidates may tour installations, but cannot tape political advertisements aboard or invite reporters to cover the visit. In short, the visit cannot be used as a political vehicle.

Base newspapers cannot run ads from political candidates, a recent change in DoD Instruction 5120.4, "DoD newspapers and civilian enterprise publications." Newspapers are also prohibited from carrying partisan articles or cartoons, or conducting straw polls for any election.

If you have any questions about rules and regulations governing campaigning, call Chief of Information, plans and policies division at Autovon 227-3290 or commercial (202) 697-3290. □

Early outs

Enlisted men and women and active-duty reserve officers who complete obligated duty before Oct. 1, 1988, can be released from the Navy up to 90 days early. The early out is contingent on the commanding officer's judgment that an individual's release will not adversely impact readiness.

Because of reduced levels of congressional funding to the Navy's pay account, the Navy must reduce the number of people on active duty in the current fiscal year.

Regular officers who submitted their resignations to the Naval Military Personnel Command before Jan. 1, 1988, may also now request early separation.

Relief for people leaving the Navy early will normally arrive at the original projected rotation date.

Pilots, TARS, those scheduled to retire or those on medical or administrative hold are not eligible for the early release program.

For complete information on early separation, consult NavOp 116/87. □

Striker opportunities

The Navy needs qualified petty officers. NavOp 117/87 outlines the status of ratings for qualified non-designated seamen who are preparing to take the March 1988 Navywide advancement exam.

Strikers are encouraged to enter ratings with the greatest advancement opportunity. Although some ratings require "A" school to enter, and others are controlled or closed, many ratings are open to both men and women.

Non-designated strikers who passed the September exam but were not advanced, may take the March test without Naval Military Personnel Command approval for the same rating even if it is now controlled or closed.

NavOp 117/87 also lists rating entry for TAR general apprentices. □

ALL HANDS

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In harm's way

U.S. sailors, keeping Persian Gulf sea lanes open, are 'ready for anything.'

Story by JO1 Paul Froehlich

Iran and Iraq have been at war in the Middle East for going on eight years. That war spilled into Persian Gulf waters three years ago when Iraq fired on Iranian tankers and oil facilities in an effort to cripple Iran's economic ability to carry on the war. Iran countered with attacks of its own against ships flying flags of nations sym-

pathetic to Iraq. U.S. Navy ships quickly started protecting U.S.-flagged vessels from attacks by either combatant in what came to be known as the "tanker war" and have escorted those vessels through the Gulf ever since. Last summer, Kuwaiti tankers started flying the Stars and Stripes and are now given full protection by U.S. warships of the Middle

East Force. The tanker escort operation is code-named *Earnest Will*.

"The principle mission," said Middle East Force Commander, Rear Adm. Harold J. Bernsen, "is the protection of U.S.-flagged shipping. It's a job that's definable, real and fairly easy to understand."

But guarding tankers against attack is only part of it. "There is a broader mission in the Gulf," Bernsen said, "one that I consider to be, on the whole, more important. We use the term 'presence' to characterize that mission."

U.S. forces have remained visible in this vital, oil-rich region since 1949, operating in the Persian Gulf, Gulf of Aden, Gulf of Oman, the Red Sea, Arabian Sea and the western Indian Ocean. The countries in the region, and the waters surrounding them, are of significant economic, geopolitical and military interest to the United States and other nations of the Western world, who, together, consume nearly three-fourths of the world's petroleum products.

"Our presence is important because it is the instrument whereby we project our military capability and the credibility of our government's commitment to peace in the area," Bernsen explained. "It's the means by which, on a daily basis, we show the Iranians they cannot continue to act in contravention of international



Vigilance as a way of life: a USS Fox (CG 33) lookout scans the horizon in the Gulf for potential dangers.



Photo by PH2 G. L. Pixler

law without paying some costs.”

As the U.S. displayed its resolve to keep oil flowing freely through the Straits of Hormuz, the number of Middle East Force ships more than doubled over the summer, from five to 12. USS *Ranger* (CV 61) and USS *Missouri* (BB 63) battle groups, mine countermeasures teams and special warfare units joined fixed assets in the area in what became America's largest deployed naval presence since the Vietnam era.

Also, what had historically been a Navy job began to take on a definite inter-service aspect. Saudia Arabia-based U.S. Air Force planes provided highly accurate AWACS radar plots to the Navy's surface units. U.S. Coast Guard officials coordinated the legal documentation procedures necessary before Kuwaiti tankers could hoist the Stars and

Stripes. U.S. Army and Marine Corps helicopters patrolled suspect waters.

The British, French, Italians, Belgians and Dutch eventually joined their American counterparts in the Gulf. Working independently, those other navies displayed their own colors, protected their own shipping and helped sweep mines from shipping lanes.

But even though the protective forces have grown, there still remains the constant threat of attack, from fighter aircraft of both sides, from Iranian *Silkworm* anti-ship missiles, from Iran's "Revolutionary Guard" suicide boats, and, of course, from mines.

It's a dangerous place to serve.

"You have to be razor-sharp all the time," said Lt. Cmdr. Bradley J. Kaplan, executive officer of USS *William H. Standley* (CG 32). Kaplan was refer-

***Bridgeton* and other supertankers are vulnerable to mines and attacks from fighter aircraft and small boats in the Gulf. That's where the U.S. Navy comes in.**

ring to the difficult job of not only keeping a watchful eye out for foes, but also the tricky business of telling friend from foe in such a busy part of the world.

It's no easy task, identifying and sorting hundreds of commercial air flights and civilian helicopters from belligerent jet pilots flying in search of surface targets.

"As hard as it is to keep your guard up all the time, you have to be on your toes," said Operations Specialist 1st Class Jim Duren, combat information center leading petty officer aboard USS *Hawes* (FFG 53). "We have to be first, quick and professional."

Said Cmdr. James W. Speer, *Hawes*

In harm's way

commanding officer, "There's an extra pump of adrenalin, because you know it's for real."

No second chances

Duty in the Persian Gulf has justly earned its reputation for being arduous. It requires constant vigilance, marked by continuous Condition III steaming, and a realization that the next call to general quarters may be for real. The flagship USS *La Salle* (AGF 3) is the only permanent fixture in the Gulf. East and West Coast ships share patrol duties, with an average on-station time of about four months. It's a region where it is so consistently hot that a sailor can fall victim to heat exhaustion in little more than a half hour. "Our summer nighttime lows are equivalent to the summer months' highest daytime temperatures across most of the United States," explained Aerographer's Mate 1st Class Carlo Lombardo, Middle East Force meteorologist. "During July and August of this year, the mercury did not drop below 100 degrees Fahrenheit."

"We were drenched in sweat every day," said Boatswain's Mate Seaman David Ray Montoya, of USS *Guadalcanal* (LPH 7). "But as time goes on, your body adjusts to the conditions."

Said Capt. Frank M. Dirren Jr., commanding officer of *Guadalcanal*, "The young men on the flight deck and in the engineering spaces probably acclimated to the weather better than the equipment did."

The dust of area sandstorms, or *shamals*, can persist for days, projecting ghost-like images that dance across radar scopes, reducing visibility to near zero and playing havoc with electronic gear. "It takes big gulps from the ship's limited fresh water supply to clean off our helos," said Lt. Cmdr. Frank Gallic, officer in charge of Anti-submarine Helicopter Squadron Light 44, Detachment One, embarked in *Hawes*.

But dust is a problem that's easily brushed aside, compared to the more complex pressures that come with the

knowledge that an individual job performance can mean life or death. "You have to do everything right the first time," Gallic said. "There are no second chances out here."

It's a challenge that even the youngest sailors recognize clearly and accept readily. Quartermaster Seaman Jason Maniewicz serves on *Standley*, under instruction as quartermaster of the watch. He lays down navigation tracks, carefully avoiding suspected mine zones. Maniewicz wants to avoid the mines, not the responsibility: "If we pulled out now," he said, "it would be backing down from a commitment and cause national embarrassment."

Standley XO Kaplan summed up. "Obviously, things are demanding over

here. But we feel we're doing something worthwhile. Our morale has never been higher."

Recent history

Morale may never have been higher, but most Persian Gulf sailors remember when it was considerably lower. The days following the Iraqi attack on USS *Stark* (FFG 31) in May were a time for re-examining policy and rededication to U.S. objectives. That rededication, coupled with a clarification of rules of engagement for Navy forces in the Gulf, enabled sailors to go forward and achieve some noteworthy successes.

The success in the *Iran Ajr* operation (in which an Iranian minelayer was captured and sunk), the repelled attack by



Photo by PH3 Henry Cleveland

Iranian speedboats against U.S. helicopters (a "Revolutionary Guard" attack boat was sunk), and Operation *Nimble Archer* (the destruction of the Rostam oil platform by U.S. naval gunfire, in retaliation for an Iranian missile attack on a U.S.-flagged tanker) were the operational high points of a summer characterized by Iranian posturing, measured allied response and media speculation.

American sailors in the Gulf didn't rely on speculation; they knew, first hand, what was happening. "The crew is made up of intelligent young men," said Capt. Harry T. Rittenour, *La Salle* commanding officer. "They realize that the perspective of Washington or the perceptions of the media can be significantly

different from what's actually happening over here."

"What's happening" is escort duty — *Earnest Will*.

Hump Day in the Persian Gulf

The Middle East Force cruiser *Standley* was half-way through its 90-day tour in the Middle East. As "Alpha Whiskey," *Standley* teams up with the Saudi Arabia-based AWACS radar planes in daily picket operations — radar/data coverage linking all Middle East Force units. "For *Earnest Will* transits, the ship provides missile support, the umbrella for both the merchants and Navy escorts," said Kaplan. During one escort operation, *Standley* coordinated CH-53E *Sea Stallion* helicopters as they cleared

a mine-free path for the convoy.

"To a man, we were excited about coming to the Gulf," said Kaplan. "It meant being on the front lines with the possibility of some action." Some crew members, he said, saw a unique chance. "There were people who'd been in the Navy for 25 years and had never had an opportunity to go in harm's way."

That includes 51-year-old Hull Maintenance Technician Master Chief (SW) Peter E. Bragg, command master chief, whose original enlistment began three days after his 17th birthday — June 25, 1945. Serving in the Gulf, Bragg said, "adds a perspective that's different from normal patrols. We don't just go out and splash around in the ocean for six months and come home. These guys understand the need to be here. There is a constant potential for hostilities — ships *are* being shot up. That's made a big difference in this deployment for us."

But the Master Chief is careful to point out that, after 38 years in the Navy, there were still butterflies in his stomach. "I think the person who says he isn't apprehensive is fibbing a little — or lying a lot."

"There were some apprehensions," Kaplan agreed. "But once we started training, working up and got here in the Gulf with a solid foundation of confidence, those apprehensions disappeared rather quickly."

For Operations Specialist Seaman Michael A. MacDonald, the Persian Gulf assignment is the first extended deployment. News accounts of ship attacks, small boat assaults, anti-ship missiles and waters full of mines painted a dangerous picture for him. "I didn't know what to expect," he admitted. During the transit from the ship's San Diego home port, his perception became clearer. "When we got out here and actually started tracking, plotting, and evaluating on a day-to-day basis, we

Iranian platforms were shelled by Navy ships Oct. 19 in response to Iranian missile attacks on a U.S.-flagged tanker.





developed confidence in ourselves, one another and in our equipment.”

Mankiewicz summed up crew members’ sentiments. “This ship will undoubtedly be able to defend itself. But we all know that, under certain circumstances, anything can happen.”

Reality check

Diverted suddenly from its *Saratoga* battle group duties in the Mediterranean Sea, USS *Hawes* passed through the Suez Canal on the way to becoming one of *Earnest Will*’s workhorses.

On its first-ever extended deployment, the two-year-old ship served primarily as Navy point — the lead ship or just behind the first merchant vessel — in seven of the first 10 *Earnest Will* missions, controlling the convoy’s navigational track and directing mine countermeasures assets.

After more than 150 total hours of general quarters — averaging two-and-a-half hours per day for two months — *Hawes* sailors developed a different perspective of Gulf duty. “Every morning we have a reality check,” said Speer. “You wake up and what you see for ten miles is all the reality there is.”

Bearing the brunt of the Gulf grind, *Hawes* subtly modified routine procedures in order to stay fresh. When expected to enter zones designated as general quarters areas, *Hawes* shifted to “action stations.” Speer explained that the term “GQ” is used only in imminent danger situations. “In the Persian Gulf, there are no drills.”

Crew members feel *Hawes*’s ability to perform well on the front lines is due in large part to a strong *esprit de corps* and frequently exercised lines of communication.

“The captain established an open-door policy in CIC,” said OS1 Duren. Different people can come into Combat — engineers, boatswain’s mates — anyone who wants to see how things are going. They’re interested in what’s going on,

The JOOD checks the radar scope on the bridge of USS *Fox* during an escort mission.

Photo by PH2 G.L. Pixler

and they know we'll provide solid answers to their questions."

"It's a relatively easy team to coach," said Speer. For 90 percent of his crew, this Gulf operation is a first deployment. Still, "the troops are well aware of the dangers," Speer said. "They know what it takes to give us the edge. To their credit, they're giving us that 110 percent."

It's a reputation the crew is proud of.

"I reenlisted specifically for this ship, because of its reputation," said Duren. "I'm glad I did."

On the pitcher's mound

Because of the ship's enormous size and extensive operational capabilities, the arrival in the Gulf of amphibious assault ship *Guadalcanal* was seen by many media experts and regional analysts as a symbol of America's strength and commitment to the region. But to the men aboard merchant vessels and U.S. Navy ships in the Gulf, it was a signal that help to detect and destroy mines was on the scene.

Directed by the Joint Chiefs of Staff, *Guadalcanal* was designated as primary medical facility and standby amphibious support unit during Gulf of Sidra operations in April 1986. The ship cut away from Mediterranean Sea operations to join the Middle East Force and become minesweeping headquarters in the Persian Gulf in August 1987.

"It was a surprise to me — it was a surprise to everybody," said BMSN Montoya. "I never thought I'd be at general quarters for real." His first taste of ops in hostile waters was coming through the Straits of Hormuz, passing threatening Iranian *Silkworm* missile batteries. As Capt. Dirren noted, when *Guadalcanal* came through the Straits at 22 knots under cover of darkness, "there were lots of anxious moments."

That was several months ago. *Guadalcanal* sailors now are less anxious, but just as alert. "The gun crew is ready for anything," said Montoya, a key gun crew member who trains and elevates one of the ship's three-inch, .50-caliber gun



Photo by JO1 Paul Froehlich

mounts. "They call 'general quarters,' and we're manned and ready in less than three minutes."

"Here, we're on the pitcher's mound," explained Dirren. "People are now asking for help from us. You get a lot of job satisfaction out of helping somebody."

For "hole snipes," down in the engineering spaces where main space temperatures regularly surpass 130 degrees, it's a challenge keeping boilers on the line. Even so, *Guadalcanal* shut down its propulsion plant only twice, for a total of 18 hours, in six months. During the dog days of August and early September, Boiler Technician Fireman Jeff Rabe, and the three dozen other sailors who man the boilers, split their time in the "hole," limiting watches to three-hours-on, six-hours-off.

BMSN David Montoya mans USS *Guadalcanal*'s three-inch, .50-caliber gun.

Rabe said the challenge of working in the heat in the hole, coupled with the challenge of operating in the Gulf, actually worked to the division's advantage. "We've definitely come together," he said. "When the bridge calls down and tells us to fire up the other boiler, that's when you start thinking, 'What's going on up there?'" he said. "That's when the adrenalin — as well as the boilers — begin pumping."

The pressure of finding the "needle in the haystack" falls on the shoulders of Aviation Electronics Technician 1st Class George Ford and the hundred or so men of Helicopter Mine Countermeasures Squadron 14. Flying CH-53E *Sea Stallion* helos, Ford and the eight-heli-



copter squadron hunt for the moored, mechanical, contact-type mines sown in international shipping lanes.

Sea Stallions comb suspected mine zones, lowering by wire rope mine-sweeping equipment complete with controlled explosive charges designed to cut mines free from their tethers. When the mines float to the surface, they're detonated by EOD experts. "We don't know for sure whether there are any mines in an area until we cut one," Ford said.

Whether sweeping in lead of *Earnest Will* missions or in international shipping lanes that are suspected to have been mined, Ford knows that thousands of men on Navy ships, U.S.-flagged merchant vessels and mariners on commercial ships of other nationalities depend on him and his skills for their very lives. As Rear Adm. Bernsen said, "The knowledge that there may be a mine out there with your ship's name on it has to give you pause."

The challenge is one that HM 14 has squarely met. "It's rewarding to contribute," Ford said. "I've been training to do this for the past nine years, and to be doing it for real is exciting."

Facilitas Ad Mare

The forward-deployed status of *La Salle* keeps it in the Gulf on a permanent basis. As command platform, the flagship is intimately involved in every aspect of operations of the Middle East Force. From hosting U.S. and foreign diplo-

mats, to battling blazes aboard the missile-damaged *Stark*, to detaining Iranians caught sowing mines, *La Salle* lives up to the ship's motto daily, "*Facilitas Ad Mare*," or "Versatility At Sea."

Capt. Rittenour arrived in the Persian Gulf at a very ominous time. During his change-of-command ceremony, the crippled *Stark* was alongside, its stunned crew recovering aboard his new command. Cleanup teams from *Stark* and *La Salle* removed torn, twisted rubble that was still smoldering.

"My first impression was that the crew of *La Salle* was a very capable group of individuals," Rittenour said.

The next several months proved him right.

Known as the "Great White Ghost of the Arabian Coast," *La Salle* is the only ship in the Navy painted all white to reflect the searing rays of the Middle East sun. Because of the challenging nature of Gulf duty, *La Salle* sailors and the embarked staff usually serve one-year, unaccompanied tours in return for double sea duty credit. That makes for a very high turnover rate — about half of the sailors are cycled out every six months. Because of the combination of high personnel turnover and the need to follow an extremely flexible schedule, Rittenour stresses standardized training, with regularly scheduled operational, damage control, weapons systems and seamanship instruction included in all daily routines. "Certainly, there are things that

These mines aboard *Iran Ajr*, destined for Gulf shipping lanes, were captured before the Iranians could lay them.

you would train for differently out here than you would back in the States," Rittenour said.

Apparently, that training approach is paying off.

Shortly before summer, the 23-year-old ship shifted gears. No longer wearing the primary hat of regional diplomatic and American showpiece, *La Salle* transformed, virtually overnight, into an operational tender. With its large helo deck and ability to quickly launch LCM-8 boats, the reconfigured amphibious transport dock was often called upon to refuel and resupply other units, since the Middle East Force is without afloat logistical support. Its special capabilities also made it an ideal platform for search and rescue missions, as well as other, less familiar operations.

La Salle was the base from which assault teams and prize crews (teams trained to take charge of captured vessels) worked to secure the captured Iranian minelayer, *Iran Ajr*. Armed ship's self-defense force members manned around-the-clock watches in guarding the detained Iranians.

Shortly after the Iranian minelayer was declared safe for boarding, Electrician's Mate 2nd Class Howard Lewis found himself riding a boat, with seven other prize crew members, enroute to *Iran Ajr*. He was instructed to assess the extent of



electrical and engineering space damage and report the feasibility of using the minelayer's cranes to offload mines. What he found, though, was a ship incapable of lighting off its electrical plant.

"There was only one place on that ship that didn't have bullet holes," recalled Lewis. "That was in a head in the middle of the ship."

The prize crew remained aboard overnight, standing security and sounding watches and manning the 50-caliber machine guns the Iranians left behind. Five days later, *Iran Ajr* lay at the bottom of the Gulf.

Paying the price

Experts have long known the effect morale has on combat readiness. So it is no surprise that the stress and fatigue factors of those serving in the Gulf are being closely gauged. Commanding offi-

cers have been encouraged to provide breaks from a tempo of operations that can quickly drain a crew. With a few port calls, talent shows, bingo nights, special meals, flight deck picnics and occasional days off supplementing shipboard libraries, weight rooms and TV lounges, COs strive to keep the crews fresh.

They are also striving to keep their people informed. With frequent 1-MC messages, Captain's Calls and open-door policies reinforcing the chain of command, Gulf skippers are talking to their troops. "The crew asks tough questions of me because they have a need to know the answers," Capt. Dirren said.

It seems to be working.

Said BMSN Montoya, "Right now, I'm calm as could be."

Ready but relaxed, expectant but business-like — men in the Middle East Force monitor movements throughout

Armed and on the alert for trouble, Navy personnel board *Iran Ajr* from a Navy landing craft.

the Gulf region day and night. And, when conditions warrant, they react.

It was through "good intelligence, forethought, imagination and use of rules of engagement that the *Iran Ajr* seizure and other operations were possible," said Rear Adm. Bernsen. "It probably won't stop them from perpetuating acts of terrorism. But what it does show them is that there are costs to their activity. It does, I think, give them pause."

The *Iran Ajr* operation sent a message, loud and clear, said OSSN MacDonald: "If they're doing something wrong, we're going to nail them." □

Froehlich is assigned to Commander, Middle East Task Force, aboard USS La Salle.

Kidd, Fox win Sterrett Award

On Feb. 2, 1916, Marjorie Sterrett, a 13-year-old schoolgirl from Brooklyn, sent a dime to the editor of the *New York Tribune*. In her accompanying letter, Marjorie wrote, "I read in your paper every morning about preparedness. . . . I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battleship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund."

A fund was started, but since there wasn't quite enough to pay for a battleship, the money that has accumulated over the years has been given out as an annual morale fund award to ships displaying a high level of readiness.

The award is made to one Navy ship in both the Atlantic and Pacific Fleets from a particular type command chosen by the chief of naval operations. This year the type was surface combatants and the winners were USS *Kidd* (DDG 993) in the Atlantic and USS *Fox* (CG 33) in the Pacific.

The commanders of the Atlantic and Pacific surface fleets made the announcements a few days after both ships returned to their home ports (Norfolk for *Kidd* and San Diego for *Fox*) from the Persian Gulf.

"*Kidd* has demonstrated her combat readiness from Arctic operations in the Norwegian Sea, to the desert climate of the Persian Gulf," said Commanding Officer, Cmdr. Daniel J. Murphy.

"We've been 'Top Gun' — scoring highest in gunnery exercises — and took the 'Battle E' for DDGs in DesRon 10 for 1986."

"We won something like \$900," said *Kidd*'s auxiliary equipment officer, Lt. (j.g.) Pete Braccio. "Not bad at all — pads out the welfare and rec fund very nicely." It hasn't been decided how the money will be spent. "We do have some very active sports teams," said Braccio. "We have basketball hoops set up on the helo deck. But we had a helo deployed with us in the Gulf, so we couldn't use them."

Kidd sailors may not have had an opportunity to play much basketball while cruising the Gulf, but they were able to keep busy. *Kidd* joined *Leftwich* (DD 984), *John Young* (DD 973) and *Hoel* (DDG 13) in firing on the Iranian

Rostam platform, which served as a command center for the Iranian "Revolutionary Guards." The firing was in response to an Iranian missile attack on a U.S.-flagged tanker. When asked how effective the firing was, Murphy replied, "Our mission was to utterly destroy the Rostam site and that's exactly what we did."

Navigators on USS *Fox* plot a course in the Persian Gulf. Both USS *Kidd* (right) and *Fox* served in the Gulf.



Photo by PH2 G.L. Pixler





U.S. Navy photo

"I'm very proud of the officers and men of *Kidd*," Murphy concluded. "They have performed in a 4.0 manner, not just in the Gulf, but during my entire tour as CO." The Sterrett Award came in the last days of Murphy's command. On Jan. 15, he was relieved by Cmdr. Philip M. Balisle.

"We were delighted to be selected for

what we consider to be the most prestigious award in the Navy," said *Fox* Executive Officer Lt. Cmdr. Charles S. Hamilton II. "It's an appropriate salute to the men, who served with distinction in the Persian Gulf."

The XO went on to list CG 33's accomplishments in the Gulf. *Fox* was called on to escort USS *Acadia* (AD 42)

Crewman of USS *Fox* (above) will benefit from an award started by a Brooklyn schoolgirl in 1916.

when it had to go into the Gulf to aid USS *Stark* (FFG 31). *Fox* was with the first *Earnest Will* missions, guarding tankers as they sailed the Gulf. *Fox* escorted MSC ships on their missions in the Gulf and CG 33 was there standing watch as USS *Guadalcanal* (LPH 7) came into the Gulf. When representatives of the House Armed Services committee toured the Persian Gulf, they were hosted by *Fox*.

"Proper planning is the key to readiness," said Capt. William W. Mathis, *Fox* CO. "We work hard, as a team, and anticipate what needs to be done, rather than waiting and reacting."

How will *Fox* spend the award money? Hamilton laughed. "As proud as we are of our planning and preparedness, I'm afraid this one caught us off guard — we haven't made plans for the extra rec fund money. It'll be well-spent though, I can assure you."

And *Kidd* and *Fox* personnel can rest assured that their ongoing efforts to maintain the highest levels of operational readiness are recognized and appreciated. "The sustained professionalism and persistent, dedicated effort that led to this award has set a benchmark of excellence to which we all should aspire," said Chief of Naval Operations, Adm. Carlisle A.H. Trost. □



U.S. Navy photo

'Desert Ducks'

Deliverymen of the Persian Gulf

Story and photos by PH1 Chuck Mussi

They are known as "Desert Duck Airlines," but officially they're Helicopter Combat Support Squadron Two, Detachment Two. Around the Persian Gulf pond, the Ducks are a well-known aviation unit.

They're renowned for their crucial logistical support of Persian Gulf forces, for their friendly attitude, for always

having a cold soda in the mess, and for their commitment to Persian Gulf sailors.

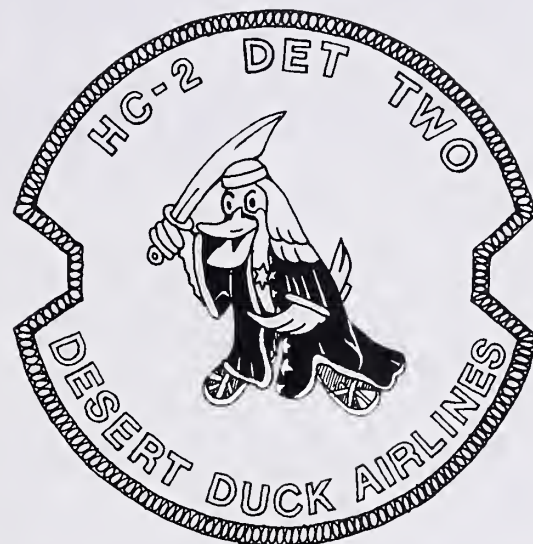
It's an important morale factor to the Ducks that they feel they keep those sailors going by providing them with whatever support they can. Ducks try to be flexible.

However, the word "flexibility"

doesn't get a lot of use around the Ducks' nest. "Here, we say 'fluid motion,'" explained Aviation Maintenance Administrationman Thomas "Leaky" Faucett.

"Fluid motion" is the term the Ducks use to describe their approach to accomplishing their mission. "Our flying schedule gets put in ink at the close of business





Opposite page: Air crewmen conduct a preflight check of their aircraft prior to takeoff. The noses of the helicopters are marked with Arabic numbers as a low profile measure. Left: A last minute item is hauled out to the helicopter.

the evening before the fly day, but it always seems to go through five, ten, or twenty changes throughout the day," Faucett said.

"Leaky" discussed the theory of fluid motion as he tried to solve the eighth change of the day's flight schedule. Two thousand pounds of eggs due to be delivered for the first flight of the day had just shown up — two hours late. So he juggled the flight schedule, but not the eggs.

"The pilots and the air crewmen love to fly, and everyone loves the mission," said Lt. Cmdr. Roderick M. McQueen. "They get more flight hours. They have to make more decisions on a daily basis."

The Ducks are well-known in the Persian Gulf because they are the delivery men for the area. Ninety percent of the Ducks' tasking is mail, supplies, and airline service for the Gulf sailors.

Before the Persian Gulf build-up, the detachment flew an average of 68 hours a month. Now the number varies from 125 to 150 hours a month.

Increased flying hours also means increased maintenance, and closer atten-

tion to detail. "Inspections that would be performed at the 50- or 100-hour point are done at the 25- and 50-hour point. Corrosion is a never-ending battle here," Faucett said.

Maintenance planners must consider not only the increased flight hours and the aircraft flying environment, but also the area where the maintenance is being performed.

"When it's 115 degrees, and a guy is out on the tarmac working on an aircraft," Faucett said, "your concern shifts from getting the aircraft fixed to keeping the guy who's fixing it alive."

The extreme heat is not just a factor for those who work on the aircraft, but also for those who must fly them.

"The intense heat was my first shock when I got here," Lt. Chuck A. Farrell said. "There were days when it was 123 degrees by 9 o'clock in the morning. When you're in the cockpit, you just have to drink a lot of water."

Because of the intense heat, the modified attire of the maintenance and administrative Ducks is khaki shorts and white T-shirts with the "Desert Duck Airlines" logo. The flight crew members

still wear their full flight gear.

Dealing with Bahrain's intense heat is not the only shock. There is also culture shock. "Bahrain is unlike any other place," Farrell said. "There is the adjustment of getting used to living in a totally different country."

The Ducks adjust to the new conditions and different climate in true naval aviator fashion. The Ducks also have to adjust to rotating in and out of the detachment every six months. HC-2 is homeported in Norfolk.

"The great thing is, from my job as OIC down to the youngest airmen we have, you're asked to do more here because we're basically a squadron on our own," McQueen said. "It is a detachment, but we have to do everything that a squadron does, and the Ducks invariably rise to the occasion. They learn quicker, they learn more, they accomplish more, and they have more pride as a result."

"They enjoy being the Ducks and they try to make everyone proud of the Ducks," McQueen said. □

Mussi is assigned to All Hands.

CNO extends 'bravo zulu' to Persian Gulf sailors

By Adm. Carlisle A.H. Trost

I am very pleased with the efforts of all Navy personnel involved with the current operations in the strategically important Persian Gulf. Navy people have been remarkably responsive and are performing superbly—performing in a dedicated professional manner that we have come to expect of our Navy men and women.

Whether in the Persian Gulf, the Mediterranean, or the world's oceans, Navy people are out doing a great job, and they're proud of themselves. I repeatedly make the comment to people, and especially to our Congressional leaders, that the Navy people of today—men and women alike—are better than any others I have seen since I've been

in the service. Their performance in the Gulf, in spite of working in some of the most demanding environmental conditions in the world, simply reinforces that feeling.

What the Navy is doing is keeping relative stability in the region and ensuring freedom of the sea lanes for U.S.-flagged ships. Oil continues to flow to our friends and allies, and that is testimony to our performance.

To critics who contend we don't have the right force structure for operations such as those ongoing in the Persian Gulf to meet the threat, I say they are wrong. The Navy does have what it needs to do the job. We have impressed a lot of people with our ability to react very rapidly

with highly ready forces and sustain that presence to whatever level required. That's a very positive indicator about the Navy's flexibility and overall readiness.

Our presence in the Persian Gulf is going to continue as long as it is required to maintain stability in the region. We hope that the Iran/Iraq war will come to a suitable termination and that long-term stability will be restored in the Gulf. In the interim, there will be a continuing role for necessary forces that serve to protect our national interests and enable diplomatic efforts to proceed, which may bring peace to this area of the world. □

Trost is chief of naval operations.

A sailor aboard USS Bunker Hill (CG 52).



Photo by PH1 Terry Cosgrove

Volunteers for danger

Naval Reservists volunteer for temporary active duty in the Gulf to work with regular Navy personnel in meeting tough challenges.



"We have 28 reservists on minesweepers... That's one of the most crucial jobs in the Gulf, and one that has been handled primarily by reserves in recent years."

The Naval Reserve has played a key role in U.S. operations in the Persian Gulf. So far, 85 reservists — officers and enlisted, ashore and afloat — have served in the Gulf region since the Navy began its buildup in May of 1987.

"The reservists' response to our call for volunteers has been outstanding," said Cmdr. John Schalk, head of the operations branch, Naval Reserve Force. "We put out the word, Navywide, for specified reservists to apply — through Naval Military Personnel Command — for temporary active duty. We got all the people we needed, and very quickly. As personnel requirements in the area change, we continue to advertise. We expect reserve requirements to continue through the duration of our Persian Gulf presence."

In addition to the TemAc personnel, the Navy saw the need for significant reserve support during that period — May through July — when the growth of Navy forces in the Gulf was greatest. Most of those reservists received special active duty for training orders.

"We have 28 reservists on minesweepers — 17 Special Active Duty and 11 TemAc — all enlisted. That's obviously one of the most crucial jobs in the Gulf, and one that has been handled primarily by reserves in recent years," said Schalk.

In addition, there currently are 16 TemAc reservists serving on special

shallow water patrol boats — PBs.

On Jan. 6, 1988, USS *John A. Moore* (FFG 19) arrived in the Gulf with 22 selected TemAc reserve volunteers on board as part of the crew. These volunteers are also all enlisted.

"You can find Navy reservists at the very center of the activity that brings the U.S. into the Gulf in the first place," said Schalk. "I'm talking about the re-flagging of Kuwaiti oil tankers. We've had 17 Navy reserve officers on-scene as representatives of Naval Control of Shipping, advising Commander, Middle East Force."

"Some of those officers have been riding the re-flagged ships."

The Administrative Support Unit in Bahrain is always busy, but as the Christmas holidays approached, the volume of mail threatened to overwhelm the facility. "There was some thought of seeking emergency transfers of regular members to help out with the crunch," said Schalk, "but Commander, Naval Reserve Force was able to provide adequate numbers of people for a long enough period of duty — and those reserve postal clerks were on a plane in only a matter of days."

"The entire U.S. Navy community can be extremely proud of both the speed and the quality of the reserve response," said Schalk. "They've really come through." □

At war with mines in the Persian Gulf

Story and photos by PH1 Chuck Mussi

Minesweepers of the U.S. Navy are at war in the Persian Gulf. The enemy is not a nation; the Navy is at war with mines.

“It really doesn’t matter who laid them or why. The fact is that they are there. And we’re going out and clear them,” said Cmdr. Francis D. Demasi, commanding officer of USS *Inflit* (MSO 456). “A lot of people didn’t think that the U.S. mineforce could detect and destroy mines in the Gulf. It’s a good feeling to know that we can.”







Preceding page: Mine countermeasures in the Gulf is a lonely job. Left: USS *Enhance* returns to USS *Mount Vernon* through early morning mist from the Farsi mine fields. Below: USS *Inflict* crewmen shift mine-sweeping equipment on the fantail, preparing to receive *Mount Vernon*'s brow.



Demasi is speaking from experience. *Inflict* was the first oceangoing minesweeper to discover and destroy a mine by use of high-frequency sonar. "A sonar screen is filled with clutter all the time. But a good sonar technician is able to pick out a little blip that is a mine from all the other crap that is cluttering the scope," Demasi said.

Inflict discovered the first mine on its first day in the sweep area. Over the next seven days, *Inflict* found ten more mines. It got to be a habit.

"Once we found the second and third mines, there was no way to mistake them," said Sonar Technician 1st Class Barry R. Hamilton.

After a mine is detected, a two- or three-man team in a Zodiac raft maneuvers cautiously, closing in on the submerged mine. The mines are usually moored at depths from five to 20 feet, and are powerful enough to sink small ships and severely damage large ones.

MARCH 1988

Guided by visual and radio signals from the MSO, the Zodiac team slowly moves to within 10 feet of the mine. Then they're ready to toss the "clump." This 185-pound chunk of concrete has a line and buoy attached, clearly marking the mine's location. Explosive Ordnance Disposal divers will then be able to go down and attach a charge to counter-explode the mine.

"The mine hardly blows up and they're out painting another mine symbol on our side," Demasi said.

Mines can be so common in the Persian Gulf, that even the support ships get into the act. USS *Mount Vernon* (LSD 39), standing by to resupply the minesweepers, was also seeing a bit of action.

"This is the Captain," *Mount Vernon*'s Commanding Officer, Capt. Brian F. Boyce, announced. "For the information of all hands, a mine was spotted floating on the surface yesterday, just 10 miles from our current position."



Crewmen (above) watch as USS *Enhance* joins USS *Inflict* alongside USS *Mount Vernon*. Fresh fruits and vegetables (right) are a luxury for ships in the Gulf. Opposite page: A rare moment of relaxation aboard *Mount Vernon*, as a sailor mans his fishing pole instead of a machine gun. Far right: Mail may be a burden to haul, but is never a burden to receive.





The news of the loose mine reminded the already vigilant crew that every ship in the Gulf is in danger. That danger does not keep the LSDs from routinely resupplying the minesweepers. Ship-to-shore services, laundry, groceries, fuel, and — perhaps most importantly — mail, all continue without interruption.

When a minesweeper is moored alongside, the *Mount Vernon* resembles a busy pier. It is a time for the crews of the minesweepers to go to the ship's store or to a gedunk shack and buy T-shirts, cigarettes or candy bars.

The *Mount Vernon* crew members stand aside for the minesweeper sailors, giving them head-of-the-line privileges for check-cashing, money orders, and the ship's store.

Just as on a minesweeper, life aboard a support ship in the Gulf is not easy.

"Every department aboard *Mount Vernon* gets busy when a ship moors alongside — deck division, engineering, supply, everyone," said Mess Management Chief Wilfredo A. Tutol. "We try to give them what they want."

That can be easier said than done. A minesweeper's grocery list typically includes items like ice cream, crab legs, steaks, and — of course — fresh vegetables and milk. Such items are likely to be on any afloat unit's shopping list, but they are especially in demand (and particularly difficult to keep fresh) in the Persian Gulf.

All activities, operations or support, contribute to everyone's two basic goals: getting the job done



Above: When not in use by helos, USS *Mount Vernon*'s flight deck is the Gulf sailor's substitute for a running track. Right: MSOs operating in the Gulf are equipped with *Stinger* missiles for air defense.



A *Mount Vernon* sailor catches up on paper work outside his office, but stays ready, with his pant legs in his socks.



the minesweepers rock and roll so much.”

The minesweeper may be the ship with the roughest ride, but all the sailors of the Gulf have to put up with another area nuisance: constant sand and dust. It gets into electronic gear, making for a continuous battle.

“The Planned Maintenance System is more important to us now than it was when we were State-side,” said STG1 Hamilton. “You can’t go ahead and do the PMS with the thought of ‘if it breaks down we’ll go ahead and fix it later.’ Here in the Persian Gulf it’s your life! If you’re out in a mine field and your sonar or radar breaks, you’re a sitting duck.”

“Sometimes it’s like pulling teeth to get a system shut down so we can do PMS,” said Fire Control Technician 1st Class Alan F. Shain, of *Mount Vernon*. “Sometimes we just have to wait till we get into port. But we also have to make sure it works while we’re out here, and keeps on working.”

The sailors of *Mount Vernon* were going to General Quarters three, four, five times a day, or whenever an Iraqi jet came too close. During this same period, *Inflict* was finding one or two mines a day. “The environment is different from anything I’ve ever been in before,” Cmdr. Demasi said. “It is a changing environment from one day to the next.”

“We have to depend on each other because of the environment,” said Sims. “If one person doesn’t know his job, or doesn’t do his job, it affects somebody else’s job.”

“It is a good learning experience for petty officers, but on the other hand it is hard for them,” said Engineman Senior Chief (SW) James C. Beck, command senior chief for *Inflict*.

“The more we accomplish, the better we feel and the closer we get to going home,” said Hamilton. “I’m doing one job — it’s kind of like I have tunnel vision — just finding mines, that’s all I’m interested in. We don’t care who lays them. All we want to do is find them, and do the job the best way we can, so that nobody gets hurt and everybody goes home in one piece.” □

Mussi is a photojournalist assigned to All Hands.

right and getting out of the Gulf alive.

Boatswain’s Mate 3rd Class Anthony L. Walker and Engineman 2nd Class Glenn L. Smyers are a two-man Zodiac team for *Inflict*. “There is a lot of danger out here,” said Smyers. “But I don’t think about it. I just think about doing my job. I have faith in my crew members,” he said.

“It is difficult not to think about the danger,” said Walker. “I could be throwing the clump on top of a mine. Let’s just say that I pray every night, and my girlfriend at home prays every night, too.”

The physical environment of the Gulf is as demanding as the operational environment. It is extremely hot both during the day and at night.

On board a minesweeper these conditions are often aggravated by the rolling of the ship. The Gulf, though sometimes placid, can get quite rough. “The biggest thing I have to deal with, as a corpsman, is sea sickness,” Chief Hospital Corpsman (SW) George E. Sims said. “It can be a problem, because



Earnest Will

Tanker escort duty in the Gulf is just what you'd expect: hours of boredom interrupted by moments of terror.

Story and photos by PH1 Chuck Mussi

The call comes over the bridge-to-bridge channel. A fishing *dhow* is headed toward a tanker.

Not exactly climactic news, until you consider the fact that you are cruising in the oil-rich Persian Gulf, where the environment is also “threat-rich,” especially

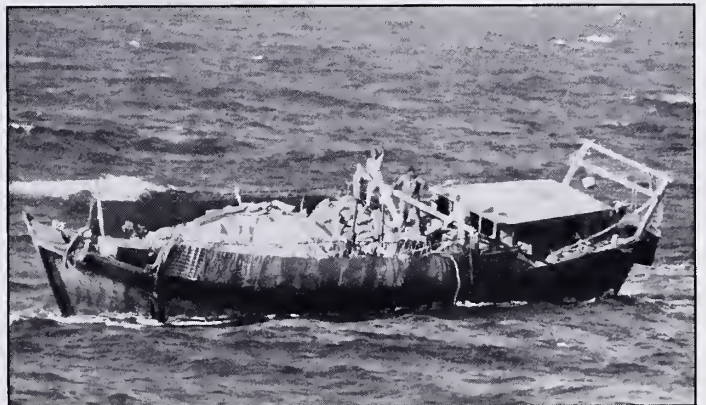
if you are on tanker escort duty.

Responding to the call, the warship USS *Thach* (FFG 43) rushes to investigate the situation.

Arriving quickly on the scene, *Thach* immediately confronts the *dhow*. From the ship's loudspeakers, a tape recorder booms out a warning, in Farsi: “This is

an American-protected ship!”

The presence of *Thach* and its firepower enforces the message. Crew members aboard the *dhow* promptly wave white rags; one member holds aloft a gasoline can. Not entirely convinced, *Thach* machine-gunners and their look-outs keep a sharp watch on the *dhow*'s



Top: USS *Thach* escorts the tankers of *Earnest Will* 87018. Left: *Thach*'s bow watch keeps a sharp look out for floating mines, which can be laid even by lowly *dhow*s.



slow progress away from the tanker.

Gunners and lookouts begin to relax as the *dhow* moves to a safe distance from the tanker, then jump again to full alert as a lookout reports the *dhow*, no longer under the close scrutiny of the warship, is throwing objects over its side. "Mines?" a gunner asks. "No, just bales or something," the lookout replies over his sound-powered phones. It appears the *dhow* is lightening its load, to ride out the rough seas more easily. As everyone relaxes again, the .50-caliber bullets are pulled out of the chambers.

The momentary tension is perhaps not an auspicious beginning for the upcoming cruise, but, nonetheless, *Earnest Will* mission 87018 is about to commence.

It will be the 18th escort mission of reflagged tanker ships, and will begin ceremoniously when the tankers and their escorts form up into a single-line convoy to begin their southbound trek. But already, the *dhow* incident has set the tone of the mission for the crew of *Thach*: Be ready and able.

Slowly, the tankers — often referred to by the crew of the smaller and faster *Thach* as "fat gals" — form up and the procession gets under way.

Stretching six miles, the convoy was made up (in sailing order) of: two mine-sweeping tugs contracting their services to the Navy, *Hunter* and *Striker*; the tanker *Chesapeake City*; *Thach*; tanker *Surf City*; tanker *Glacier Bay*; tanker *Bridge-*

ton; and USS *Carr* (FFG 52). The tanker *Bridgeton* had just completed repairs from mine damage that put an 18-foot hole in its steel hull.

Bridgeton had "found" one mine; the Navy has found many more in recent weeks, but the problem doesn't go away.

"We're still finding mines," says Fire Control Technician 2nd Class Charles S. Hamm. "When we first got here, we looked and worried about mines. Now with the sweepers here, we still worry and look, but we feel a lot better."

"General quarters! General quarters! All hands man your battle stations!"

The convoy is nearing Abu Musa Island — the home base of Iranian speed boats.



Far left: Crew members at general quarters watch for high-speed boats. Left: Heat is a constant adversary for Gulf sailors, especially during the stress of general quarters. Below: A *Thach* air crewman from the ship's helo detachment (HSL 43) mans a machine gun as the helicopter rushes off to investigate a suspect vessel. Bottom: *Thach* crewman idly crushes a soda can as he waits to secure from general quarters.





Left: A ship's log is always kept meticulously, but duty in the Gulf requires particularly careful record keeping. Below far left: It is always night in the Combat Information Center, and long hours of duty are helped along with a cup of coffee. Below left: On the ship's mess deck members of a firefighting team wait to be called to action during GQ, but hope they aren't. Below: A status board is updated as *Thach* makes its way south.



"Are you ready for some action?" Cmdr. G.J. O'Donnel, *Thach's* commanding officer, asks a machine gunner on the bridge wing.

"Yes sir," replies the sailor. The tension level throughout the ship increases as *Thach* moves into waters that have been the scene of Iranian speed boat activity in the past.

Then the CO lightens the mood, suggesting that the helicopters carrying newsmen in the Gulf are a bigger nuisance than the Iranians.

Like scuttlebutt about the next liberty port, the CO's remarks are reported throughout the ship, and help set a mood of easy vigilance, which replaces the white-knuckled tension.

Suddenly, out of the Gulf haze, a high-speed boat appears off the starboard bow. Machine gun crews go from code white, to yellow, to red (ready to fire) in a matter of seconds. The speedboat is headed straight toward them.

The speedboat enters the optimum range of *Thach's* .50-caliber machine guns, and as if sensing the deadly scrutiny, abruptly turns off its direct heading for *Thach*. It turns instead toward a tanker.

Lookouts scan the approaching craft for weapons. Machine gunners keep a bead on the craft. *Thach's* LAMPS helicopter races to intercept the boat. Suddenly, the boat makes a daring maneuver and darts between *Thach* and the tanker,

Surf City. *Thach's* helo shadows the speedboat until it is well away from the convoy.

"I haven't had an escort trip yet where we didn't have a speedboat do that to us," says O'Donnel. "Last escort, it happened twice."

Gun crews defuse as the tense moment passes.

"You see a lot of wild stuff out here," says Torpedoman Seaman Stacy S. Graham. "I don't just mean like sea snakes, turtles and sharks and such. You experience what people see on the news. It's a chance of a lifetime."

"A lot of guys would be worrying about the next mail call, and 'What b.s. do I have to put up with today?' if we



weren't so occupied with our mission," says Gunner's Mate (missiles) Chief (SW) Stephen L. Turner. "We feel we're out here doing something important."

"Secure from general quarters, dinner for the crew." *Thach* is through the first day and into the first night of *Earnest Will* mission 87018.

Under a blanket of stars, the warship makes its way south through the warm, placid Persian Gulf waters.

Running without topside or deck lights, the only telltale sign of the warship's presence is the phosphorescent jellyfish that twinkle softly as *Thach* cuts through the still waters. It's a beautiful night to be above decks, but men on watch stand stoically around their

machine gun emplacements. Both men and weapons are poised and ready.

Suddenly, the calm of the night is broken by a sharp order: "General quarters! General quarters! All hands man your battle stations!" The already-alert crew springs into action. Machine gunners don flak vests and helmets, while throughout the ship other men dog down hatches for watertight integrity.

Under the cover of darkness, the convoy prepares to make its way through the Straits of Hormuz.

There is no sign of danger, but the tension builds nonetheless.

On the darkened bridge wing, someone speaks softly: "Without a moon out, it's a beautiful night for a speedboat

attack." Then another thought: "I wonder if the *Silkworm* missile guys are out there tonight."

In the Combat Information Center, men behind consoles watch the electronic picture of the convoy's passage. They also see two new players in the *Earnest Will* mission. Joining the convoy in the Straits to help keep a close watch on the Iranian *Silkworm* missile sites, are the U.S. warships *Missouri* (BB 63) and *Aegis* cruiser *Bunker Hill* (CG 52). They are providing additional protection against the potential Iranian missile threat as the convoy makes its way through the missile sites' firing envelope.

"You feel a lot safer having the support of ships like *Missouri* and *Bunker*



Far left: The "Red Storm" may be rising, but this HSL 43 "Battle Cat" is down for a catnap while he waits for his next call to action. Left: Time off watch is a chance to get in a few hands of solitaire. Below: At the end of a long day a sailor kicks back in his berthing area to recount his day's experiences in a letter home.



Hill," says Operations Specialist 1st Class Wendal A. Bruns.

"We're more or less here in case something happens," says Fire Control Technician 1st Class Joseph B. Granieri of the battleship *Missouri*. "We're the offensive posture — the muscle flex for the convoys. We're ominous, big, powerful — you know, 'strength for freedom.'"

The minutes at GQ turn into an hour. Then the hour turns into two, then three, then four, and then some more. On the escort ships, the men in the CICs monitor the convoy's careful passage to open water.

Aboard *Bunker Hill*, the passage through the Straits is recorded on videotape and filed in a library, to be re-

played and compared with other escort missions.

Thach can stand down, the convoy is through the Straits. "Secure from General quarters. Set the normal underway watch."

The crew relaxes, or at least daydreams about relaxing. "I could go for a beer, a cigarette, and a phone call," says Gunner's Mate 3rd Class Jay R. Stihler, "not necessarily in that order."

"Today was the halfway point of our deployment — the 'hump day,'" says Fire Control Technician 2nd Class Charles S. Hamm. "I'm counting down days, hours and minutes. My wife is due to have our baby on December 31st. That's mostly what I think about while

I'm off watch, and have time to kill. This was our third *Earnest Will*. The routine gets easier, but we stay on our toes. We have to. The *Stark* is in the back of everyone's mind. It could happen."

The sun rises on an unharmed convoy as it makes its way southward into the North Arabian Sea. The history of the events of the mission will find their way into letters to worried sweethearts and Navy wives. Down through the convoy comes a message, from some of *Thach's* nearer 'dependents': "Thanks for a safe escort. To the officers and men of *Thach*."

Earnest Will 87018 is over. Safely. □

Mussi is assigned to All Hands.

ASU

*For the Administrative Support Unit in Bahrain,
there's no weekend at the end of the week.*

Story by PH1 Chuck Mussi

It's 1 p.m. on a Sunday afternoon in Manama, Bahrain. For some, it's just another day of a seven-day, twelve-hours on/twelve-hours off (if you're lucky) work week. But for those people assigned to the Administrative Support Unit in Bahrain, it's not only another workday, it's not even "really" Sunday.

You see, in the Arab world Thursday and Friday are considered the weekend, so our Saturday and Sunday are actually their Monday and Tuesday. Easy, right?

The change in the work week is not the only thing that personnel assigned to the ASU have had to get used to. Since the attack on USS *Stark* (FFG 31), the role of the ASU in supporting Persian Gulf operations has increased drastically, as the U.S. presence there has grown.

"When I called my detailer, he said, 'Bahrain,' recalled Yeoman 1st Class Frank Pontore, of ASU's administrative division. 'Who'd ever heard of Bahrain — before *Stark*? I didn't know the place existed. I said, 'Bahrain? Where the heck is that?' He said, 'The Middle East.' I said, 'All right, send me.'"

"I requested Bahrain," said Legalman 2nd Class Christy Gray. "I thought it would be different than any other part of the world." She wasn't disappointed. "My previous duty stations were *completely* different — we have to be much tighter as an organization. That's why I like it here," Gray said.

The ASU is made up of a bit more than one hundred people.

"You have to have a good attitude to work here," said Pontore. He pointed

out that all the personnel in ASU work extra hard and take on extra duty, because of the obligation they feel to support the sailors who are in harm's way.

"No one says 'no,' because of those guys out there in the Gulf. There are no ifs, ands, or buts about it. They say you get paid for 24 hours a day, right?"

"Supply is on call 24 hours a day, seven days a week," said Storekeeper 3rd Class Chuck Rinesmith. "We have to be. We have to make the deliveries *whenever* ships come in. If a ship just happens to come in on a Friday," (which would be ASU's Sunday, right?) "or will be within helicopter range after midnight, then we have to accommodate them, because that may be the only time that we can get them their supplies. We *have* to make the deliveries," said Rinesmith. "Everyone's commitment, to those sailors in the Gulf, is to do our best — to put out."

One ASU division that reflects the attitude of "putting out the best" is the command's postal service. The postal service processes mail for all the ships, or for "any sailor in the Gulf," as some of the mail comes addressed.

Prior to the *Stark* attack, the ASU normally handled 2,000 pounds of mail a day. Now the average daily weight is 10,000 pounds, with peak days that go as high as 34,000 pounds. That's a lot of mail for just a few people to handle.

"We never feel like we're caught up," said Postal Clerk 2nd Class Warren Price. "But I think of the guys out there in the Gulf. I was off the coast of Beirut — spent 88 days out there at one span

without coming into port, so I know what it feels like. I've seen the change in the crew's morale that mail makes. Mail is something that makes you feel good."

Mail may make you feel good, but it's ASU's security staff that ensures you feel safe.

Ninety percent of what is done in the security department is related to the physical security of the ASU site. There is very little law enforcement work. This can create boredom for the security staff.

But complacency about security can be deadly, especially in the Middle East.

"We have to always be aware of the importance of the security job," Master at Arms Chief John Chase said. "This can be done by looking over the newspaper message traffic. See, this happened in Beirut, that happened 50 miles off the coast. This part of the world dictates that we maintain full alertness at all times. There can be no slacking off," he added. "The Middle East is the birthplace of terrorism."

The role of the ASU in supporting the fleet — with a new I.D. card, supplies, or a letter from home — may not grab front page headlines, but that's OK with the people at the ASU.

After all, "support" is their middle name. □

Mussi is assigned to All Hands.

Bearings

Path to the stars

Lying on his bed, staring out the window at the evening sky, a young boy dreams of the stars, the planets and the vast unknowns of space. For most boys, the dream is forgotten in time. The faded posters of the solar system are discarded. The model rockets are boxed and stored in the attic. The boys become men and the men take jobs as state troopers, plumbers or postal clerks. They do not go into space.

But for Lt. Cmdr. Mario Runco Jr., an oceanographer at the Naval Western Oceanography Center, Pearl Harbor, Hawaii, the dream is very much alive.

Runco was recently chosen to enter the astronaut training program at Lyndon B. Johnson Space Center, in Houston. For Runco, acceptance into the astronaut program was just a matter of finding the

right path. The Navy put him on that path.

"Many times you don't know what a certain field entails or even how to go about getting familiar with a field. I think that's been the case — not being familiar with the exact requirements for becoming an astronaut," he said.

"Once I was in the Navy, I saw a notice in 1979 and I thought, 'OK, great! I'll put in an application. I'll go for this.' " The notice, NavMilPersComInst 1401.2, outlines the requirements for applying for the astronaut program.

Although he met both the educational and physical requirements for the program, there was only one requirement he couldn't meet in 1979. He had to have served at least five years on active duty. After several tours of duty, Runco reap-

plied in 1984 and in 1985. Each time he was selected by the Navy, but was not invited by NASA to the Johnson Space Center for an interview.

In 1986, he applied again and was finally interviewed by NASA, along with 117 other applicants selected from a field of approximately 2,000 applicants.

Of the 117 interviewed, 15 applicants were chosen. Runco was among them.

Runco feels his education and experience came into play, but credits his success to perseverance. He advises others to "be persistent, keep trying, and eventually it will come your way."

Even the stars are not out of reach. ■

— Story by JO3 Lorraine A. Frazzini, CinCPacFlt

Mess Specialist specializes in humor

When USS *Arthur W. Radford* (DD 968) crew members pick up their Plan of the Day, many of them anxiously look to see the wit and wisdom of "Scuttle N Butt."

"Scuttle N Butt" are cartoon characters and the creation of Mess Management Specialist 3rd Class Bruce Chaney.

Chaney, who has been aboard *Radford* since July 1986, got the idea for the cartoon characters while looking at some of the Navy's safety posters.

"I thought that 'Scuttle N Butt' could possibly be for Navy safety what the 'Half Hitch' cartoon character is to Navy recruiting," Chaney said. "Humor can be a great way to get the Navy's message across."

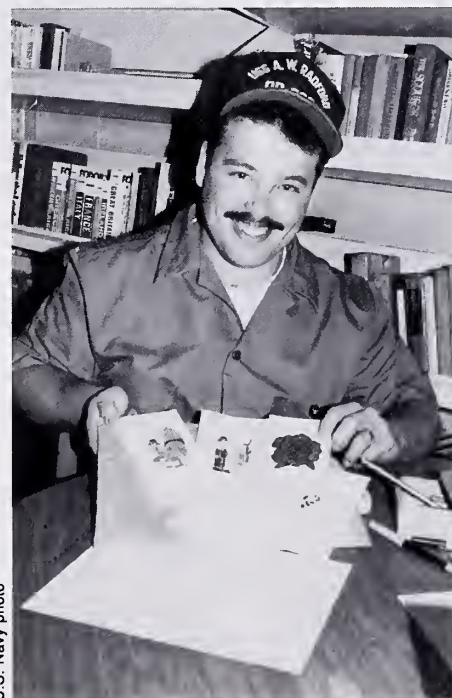
Chaney came up with the name "Scuttle N Butt" from the naval term for drinking fountain, "scuttlebutt." Scuttlebutt is a slang term for rumors and gossip.

Chaney's hope when coming up with the cartoon idea was to help relieve a little tension by giving his shipmates an opportunity to laugh at themselves and the situations they sometimes find themselves in. "In my drawings I try never to single out any particular individual," Chaney says, "but often I overhear people saying, 'Is that me?'"

Chaney hopes to convert from the mess management specialist rating to the draftsman rating. "I'm looking at the Navy as my career but a lot depends on my getting into the draftsman rating," Chaney said.

Whether he remains a mess management specialist or becomes a draftsman, Chaney's cartoon characters "Scuttle N Butt" will continue to be an important element of *Radford's* Plan of the Day. ■

— Story by Lt. K. Wensing, USComSoLant



MS3 Bruce Chaney displays samples of the many greeting cards he prepares for shipmates during his off-duty time.

Bearings

Uniform Center suits the Navy

It's the "Sears mail order" of the military, says Walter "Ron" Reinhart, manager of the Navy Uniform Support Center. "Whether you're large or small, a Fleet Admiral or seaman recruit, there's a uniform or accessory here for you."

The Navy Uniform Catalog is available at all Navy Exchanges around the world. It allows customers to order merchandise not normally carried at their local exchange.

"Our number one concern is service,"

Reinhart says. "We'll bend over backward to get what our service man or woman needs. Uniforms, uniforms — that's what we're all about. If you want standard issue, they're here. But if you want to go a step further than required, there are other uniforms to fit your budget and fashion sense."

The Uniform Center, in Norfolk, pays the full cost of shipping, air mail or UPS. In the past, emergency orders have been shipped on MAC flights as far as Rota,

Spain, and Naples, Italy. Deliveries outside ConUS take between 10 and 12 days, while domestic requests can be filled as quickly as seven to 10 days.

Uniforms may be ordered over the phone by calling toll-free: in ConUS, except Virginia, 800-368-4088; Virginia, 800-552-3115; Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands, 800-368-4089; or from overseas, Auto-von 689-8586. The center accepts MasterCard and Visa. ■

Crusader resurrected

The once proudly maintained Navy F-8 *Crusader* looked as if it had been lying in the field for an eternity.

Several years after being placed in a San Francisco park as a shining example of the city's military pride, the F-8 had become a not-so-impressive eyesore.

The *Crusader* no longer resembled the first operational carrier-based aircraft capable of speeds in excess of 1,000 mph nor did it resemble the proud aircraft that hurtled John Glenn across the United States in record-breaking time.

Restoration seemed almost impossible. But the men of *Carl Vinson* (CVN 70) were willing to challenge the impossible.

Vinson's commanding officer, Capt. George D. O'Brien, became interested in the dilapidated aircraft following a report by a local Navy League member, and repair was initiated.

A crew from the ship's aircraft intermediate maintenance department was dispatched to examine the plane. The crew discovered torn and corroded sheet metal, worn-off non-skid walk strips, and faded and peeling paint.

Once the job had been defined, the AIMD crew was assigned to make the F-8 the best-looking and safest piece of playground equipment in San Francisco.

There would be many obstacles. The crew worked miles away from their equipment, reconditioning supplies and compressed air sources needed to drive their sanding, grinding and cutting tools.

Then there was the condition of the *Crusader* itself.

"The plane was a mess," said Petty Officer 1st Class Douglas J. Maloney, who was in charge of the repair detail. "The biggest thing we did was make the plane safe again. Kids were getting cut on the holes and rough edges. Throughout the project, my biggest concern was making it safe. The (cosmetic) repairs were secondary," he added.

According to Maloney, the painting was a standard Navy aircraft maintenance job. But, because the plane was in the middle of a public park and used as playground equipment by the area's children, special measures had to be taken to ensure the work and materials met city and state safety regulations.

Carl Vinson received permission from the City of San Francisco Parks and Recreation Department, as well as detailed paint specifications and possible sources, before work got started.

"Navy aircraft paint has lead in it," Maloney explained. "We decided that

wouldn't be safe for kids. So instead, we used common latex paint, just like the paint you would use on your home. But other than that, it looks just like any other active-duty Navy aircraft squadron bird."

Another challenge Maloney and his crew faced was fixing an aircraft that had been filled with concrete. "We had to smooth all the rough areas and fill in all the holes," said Petty Officer 3rd Class Gilbert P. Garvey. "We used about a hundred square feet of sheet metal and about 500 rivets. It took about three days' preparation before we were ready to paint it."

In all, Maloney estimated that it took his crew of five Navy men about 12 hours each of steady work per day to complete the project in a week.

"I think it was worth it," said Petty Officer 2nd Class Pete J. Fisher. "It's a good community project, and it makes the playground look better. "Not to mention a Navy 'bird' that, although it will never fly again, can host its young visitors with pride. ■

— Story by JO3 Lonnie Brodie, USS *Carl Vinson*

Spacing out in 1991

A DoD oceanographer has been selected as a member of the *Topex/Poseidon* science team, which will make the most extensive study ever undertaken of the world's oceans. Dr. Jimmy Mitchell, the only DoD scientist named to the team, works with the Naval Ocean Research & Development Activity.

Mitchell devised an experiment dealing with the dynamics of ocean currents.

His was one of 39 experiments selected by NASA and the French space agency, Centre National d'Etudes Spatiales, for the mission.

The team, made up of more than 40 scientists and engineers from around the world, will place and manage experiments aboard the international oceanographic satellite *Topex/Poseidon*, scheduled for launch aboard a European

Ariane rocket in December 1991.

The satellite will carry the instrumented experiments in orbit around the earth to measure the ocean's circulation and its variations in detail.

Other nations represented on the science team include Great Britain, France, West Germany, and others. ■

— Story by Jim Sullivan, NORDA, Miss.

Routine heroes

The spinning blades of the E-2C *Hawkeye* aircraft were inches from their heads. The noise was deafening. Blasts of air pelted their bodies as the blades got closer. One wrong move would be fatal. With only seconds to react, the two men had to forget the danger to themselves and get the situation under control before the blades struck the A-6E *Intruder* aircraft, sending shattered pieces of metal and fiberglass exploding in all directions.

It sounds like a scene from an adventure movie but was actually a real-world, life-threatening situation. The heroes of this story are Aviation Structural Mechanic 3rd Class Oscar Martin and Airman Glaudenio Cruz of Carrier Airborne Early Warning Squadron 125 (VAW 125), stationed aboard USS *Saratoga* (CV 60).

It happened several months ago when *Saratoga* was conducting night flight operations in the Mediterranean Sea. A *Hawkeye* had both engines running and tiedown chains removed in preparation for launch, when *Saratoga* turned into the wind to begin flight operations.

The hard turn, combined with choppy seas and a deck wet with oil and rain, caused the aircraft to slide out of control across the flight deck. Despite the pilot's efforts to stop the plane from sliding, the *Hawkeye* continued to slide



toward the *Intruder* that was parked nearby.

Unknown to the pilot, ground crew members were already coming to his rescue.

Cruz and Martin knew what had to be done. They quickly grabbed tie-down chains, ran around the massive spinning propellers and chained the aircraft to the deck. The *Hawkeye* jolted to a halt when the slack came out of the chains, stopping just feet from the A-6 aircraft.

"I didn't think of the danger until after I had secured the aircraft," Cruz said.

"I consider it my plane when it's up on the flight deck," Martin said. "We are responsible for aircraft movements and see dangerous situations everyday.

AMS3 Martin and AN Cruz received the Navy Achievement Medal for their heroic actions.

After a while, you don't think about the danger."

Cruz and Martin were awarded the Navy Achievement Medal for their actions in saving lives and millions of dollars worth of aircraft.

"I was extremely pleased that I had two such fine men as Cruz and Martin on the flight deck the night of the incident," said Cmdr. William Sisley Jr., commander of VAW 125. "They probably saved the Navy close to 10 million dollars in damages." ■

— Story by JOSN James Dillbeck, USS *Saratoga*

Bearings

Avionics Center an 'Employer of the Year'

Naval Avionics Center, Indianapolis, Ind., was named an Employer of the Year for 1987 by the President's Committee on Employment of the Handicapped.

As the outstanding large employer (over 200 workers) in the public sector, the avionics facility was noted for providing one-on-one orientation for severely disabled new employees. This orientation assists the employees to become successful in the workforce. There are

continuous counseling opportunities for all disabled employees.

The center also has equipped its restrooms with emergency pull cords and has installed windows in its passageway doors to allow individuals to see through before opening them.

In addition, Purdue University engineers are studying some of the center's equipment in modeling mechanized wheelchairs for children.

The mission of the President's com-

mittee is to provide leadership and to achieve maximum employment of people with disabilities through year-round information and educational programs. Each year, the committee recognizes employers who have been outstanding in their efforts to hire, train and provide greater opportunities for the disabled. ■

— Story by Juanita Campbell, President's Committee on Employment of the Handicapped.

Saturday school

Most children (or adults, for that matter) would rather spend their Saturday mornings sleeping in or watching cartoons. But for Navy cryptologic students, and a group of 4th and 5th graders from Edgewater Elementary School, Saturdays are another day for school — and they all love it!

"It's fun," said many of the students and teachers who are taking part in the Saturday Scholars Program started at Navy Technical Training Center, Corry Station, Pensacola, Fla.

The program originated in 1985 as a means to provide additional education to local school children.

"I was nervous when I first met my partner," said Airman 1st Class Thomas Miller. "But we hit it off so well on our first meeting, I feel like I'm helping my little brother. I'm really looking forward to the next several weeks with him."

Tutors try to help improve their students' reading, writing, and math skills. During an initial meeting, partners interview each other, then both write a short paragraph about their new friend. During the second week they write down what makes them happy and what makes them sad.

"Each week we have different objec-

tives," said Seaman Apprentice Kelly Brown. "This week we're distinguishing between fact and opinion by going over newspaper articles." Students are participating in Saturday Scholars to learn more. Thuy, a 10-year-old Vietnamese girl, doesn't mind coming in on Saturdays. "I'm helping myself and my family," she said, "and I've made a new friend." Thuy's mother speaks no English and her father speaks very little.

"My mother encourages me to come to Saturday Scholars because it is really helping me get ahead. I enjoy coming in so I can read to my partner and do Math Superstars." Math Superstars is a math skills game the children enjoy each Saturday.

"I love seeing how smart Thuy is," said Thuy's partner, Seaman Apprentice Susan Toth. "I look forward to coming here every Saturday morning."

Petty Officer W.J. D'Arcangelo, a program supervisor, explained why Saturday Scholars is important. "One, we're providing additional education for students. Two, we're getting these kids into school, and that's important. Some day these students are going to be our leaders. Three, this is good community relations for the Navy and for Corry Sta-



A young student goes over her reading assignment with her military tutor.

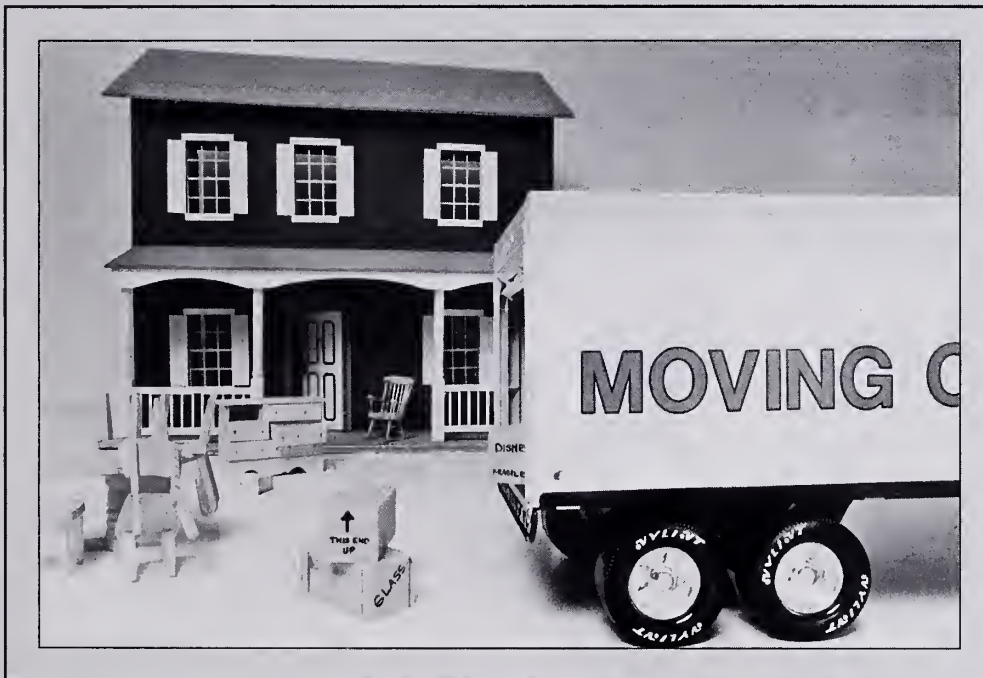
tion. Maybe the most important aspect of the program is that we are providing role models for these students."

Saturday Scholars is part of the Navy's Personal Excellence program. ■

— Story by JO2 Tim Abbott, NTTC Pensacola, Fla.

3

Navy Rights & Benefits



PCS Transfers and Housing

PCS Transfers and Housing

In the Navy, transfers are inevitable. However, just knowing the transfer will come doesn't make the move any easier. What will make it easier is knowing what information you need, where to get the information and what the Navy's policy is regarding PCS moves and housing.

This article discusses those specific topics. It gives you tips on renting, signing a lease, buying a home, and borrowing mortgage money.

Executing permanent change of station orders and finding affordable housing at your new duty station can be one of the most complex and disruptive times in your Navy life — but it doesn't have to be.

The first and most important step to take when arranging your household goods shipment is to go to the expert — your command's Personal Property Transportation Officer — for the facts.

Each branch of the armed forces operates Personal Property Transportation Offices — in some cases they might be jointly staffed offices. Regardless of which branch serves you, you will have experts working for you.

Upon receipt of orders, immediately make an appointment with the PPTO.

Time limits

It's especially important to remember that personnel assigned to overseas duty stations, and those retiring or being released from active duty, may have different options open to them. Therefore, those people should consult the nearest PPTO for details on their move.

Since moving affects the entire family, both you and your spouse should attend the interview with the PPTO. This is especially true when the member with orders must leave for a new duty station before dependents can be moved. Besides, when it comes to asking questions, two heads are better than one.

You must take to the interview a set of at least seven copies of your orders for each shipment you intend to make. For

example, if you plan to ship household goods and unaccompanied baggage, you will need at least 14 copies of your orders. If required for an overseas area, also take your entry approval or delayed entry approval.

If you cannot visit the PPTO personally, your spouse or someone else can act as your agent. As such, your agent must have written permission from you to act on your behalf in arranging shipment of your personal property. A power of attorney is the preferred document.

When you arrive at the PPTO, you will be interviewed by a personal property counselor and be required to fill out the appropriate forms. The forms pertaining to shipment and storage of your personal property are very important. If filled out incorrectly, your shipment could be delayed.

During the interview, you will select a packing date, a pickup date, and a required delivery date at destination; you'll be given a copy of each document prepared during the interview, and you'll be given ample opportunity to ask questions. If you know the answers before your move is made, chances are no unpleasant or costly surprises will be waiting for you at your new duty station. Therefore, you should discuss the following topics.

What can I ship?

You can ship items considered to be household goods. These include furniture and furnishings or equipment, clothing, unaccompanied baggage, personal ef-

fects, professional books, papers and equipment and all other personal property associated with your home and yourself.

You also can include small spare parts for your privately owned vehicle — extra tires and rims, tire chains, tools, battery chargers, accessories and the like.

Certain items such as live plants, perishable foods, aerosol cans, flammables and acids are not authorized as personal property for shipment. Your personal property counselor will provide you with a complete list of unauthorized items.

Weight limitations

Two factors govern the weight allowance for household goods and personal property you can ship at government expense: your paygrade and the location of your new duty station. Some items — professional books, papers and equipment that you use on the job — are not counted as part of your personal property weight allowance. However, you must separate these items so that the movers can weigh, pack and mark them individually, so that they won't be charged against your authorized allowance.

Items that are required by you and your family right up to moving day, and then needed immediately upon arrival at your destination, are considered unaccompanied baggage.

In general, the following kinds of items may be included: clothing, linens, dishes, cooking utensils and articles

PCS Transfers and Housing

needed for the care and comfort of an infant; small radios and tape recorders, portable sewing machines, portable phonographs and similar items; other articles necessary for your family's health and comfort; professional books, papers and equipment urgently needed in the performance of your official duties.

Remember, however, that although these items may be packed and shipped separately from your household goods shipment, with the exception of professional equipment, they still are charged against your total prescribed net weight allowance. (See Table 1 on page 41.)

Number of shipments

After reviewing your orders, the personal property counselor will explain the number of shipments and place or places you are entitled to ship to and from. Normally, you can make a shipment of your household goods and, particularly in the case of overseas transfers, an unaccompanied baggage shipment.

Storage of property

The government will pay for two different types of storage — temporary and

non-temporary storage.

Temporary storage up to 90 days is authorized in connection with a PCS shipment of household goods. An additional 90 days may be granted, providing it is properly requested and justified. The maximum temporary storage is 180 days, except when written authorization extends that period due to TDY, deployment more than 90 days that which prevents withdrawal, or other extenuating circumstances.

Non-temporary storage generally is for a longer period of time and usually is authorized only with certain types of orders. Your counselor will tell you if you're entitled to this type of storage.

Table 1. Net weight allowances (pounds)

Rank or Rate	Temporary change of station weight allowance	Permanent change of station weight allowance
Admiral	2,000	13,500
Vice admiral	1,500	13,500
Rear admiral (upper half)	1,000	13,500
Rear admiral (lower half)	1,000	13,500
Captain	800	13,500
Commander	800	13,000
Lieutenant commander and warrant officer (W-4 paygrade)	800	12,000
Lieutenant and warrant officer (W-3)	600	11,000
Lieutenant (junior grade) and warrant officer (W-2)	600	10,000
Ensign, officer graduate of USNA, officer graduate of the Coast Guard Academy and warrant officer (W-1)	600	9,500
Enlisted personnel:		
E-9	600	9,500
E-8	500	9,000
E-7	400	8,500
E-6	400	8,000
E-5	400	7,000
E-4 (with over 2 years' service)	400	7,000
E-4, E-3, E-2 and E-1 with 2 years' service or less	225	5,000* 1,500**
USNA midshipman	225	225
Aviation cadet	400	400
*With dependents **Without dependents		

Shipment of cars

The government assumes the expense of shipping your personal vehicle from a port near your old duty station in connection with overseas orders to home port changes.

Some overseas locations have entry requirements on vehicles. Check with your PPTO for details.

After your interview, the PPTO will make all the arrangements with the moving company to pack, load and move your property. But your job doesn't end with the interview — it's important that you know both your own and the carrier's responsibilities in handling and moving your property.

You and the packers

Disassemble TV antennas and outdoor play equipment such as swing sets. Disconnect and remove window air conditioners. Disconnect all major appliances. Dispose of perishable foodstuffs, opened food containers, which might spill or spoil, and worn-out or no-longer-wanted

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articles (this includes, of course, emptying, defrosting and cleaning your refrigerator and freezer). Segregate high-value or easily stolen articles you intend to carry with you, or those to be inventoried and packed separately. Remove all pictures and mirrors from the walls.

Once again, your PPTO will provide you with a specific list of your responsibilities during the packing, inventory and loading process. Some important things to remember are:

- Don't sign the inventory or any other document not completely filled in. Verify the number of cartons the carrier claims to have used, and verify that all stated services have been performed.
- Never argue with the packers or movers; call the PPTO. As the government's representative, the PPTO has the expertise and the legal authority to identify and, usually, solve any problems that may arise during the move.

The carrier's responsibilities

The signed contract spells out the carrier's responsibilities. Therefore, it is to both your own and the government's advantage to see that each duty is fully carried out. Since the list is long and specific, be sure to obtain a copy from the PPTO.

After the move, fill out the form evaluating the carrier's performance (DD Form 1781). Within 10 days of completing the move, you should return the form to the destination PPTO. This form grades the performance of the mover and is used in awarding future government moving contracts to that carrier.

Each move is different and you will undoubtedly have other specific questions about your shipment. Chances are good that your PPTO will answer questions you never thought to ask.

Do it yourself

What if you just can't bring yourself to turn your belongings over to strangers? You do have an alternative to a commercial move — the Do-It-Yourself program.

The personal benefits of the DITY program combine favorably for both the member and the Navy. These include:

- Simultaneous arrival of a member's property and family at the new duty station.
- Because the member is handling his own goods, damage is sharply reduced. This helps reduce the Navy's annual \$2 million bill for damage claims on shipments moved commercially.
- To accommodate an individual's particular needs, a DITY move can, in many instances, be made in conjunction with a regular commercial move. For example, if you have valuable antiques, you might want to move the regular goods commercially, but handle the antiques by yourself.

Because a member drives to a new duty station in a rental truck does not mean that travel allowances are forfeited. Dependents, although they ride to the new duty station in the truck, are still authorized a mileage allowance.

Your PPTO will assist you in determining a cash advance operating allowance for anticipated expenses.

Shipping a mobile home

You're entitled to an allowance — equivalent to the cost of shipping your maximum weight of household goods for the distance authorized by your orders — to have your mobile home moved from one duty station to another within the continental United States. The costs of preparing the mobile home for shipment,

repairs en route (other than labor for tire replacement), and the cost of parts purchased en route are not authorized at government expense.

Normally, your PPTO will make arrangements to have your mobile home moved on a government bill of lading. The carrier bills the government, and the service member pays the difference between the total cost and the cost to which he or she is entitled.

In the case of a mobile home, that difference can be very expensive. In fiscal year 1987 the average excess cost exceeded \$700 per move.

If you don't contact the PPTO or if you elect not to use the arrangements available through the PPTO to move a mobile home, the Joint Travel Regulations prescribe payment of out-of-pocket "road costs" only, such as gas, oil, tolls, parking fees and permits.

If the PPTO cannot obtain commercial services, or in unusual instances where you have the capability and the need, you will be provided with a certificate allowing you to make arrangements with a licensed commercial transporter to have the mobile home moved.

In this case, you may draw an advance and you then must submit a claim immediately upon completion of the move, supported by the PPTO's certificate, to liquidate the advance.

Before you decide to move your mobile home, you should ensure that:

- You are able to forfeit your right to a separate, full-weight allowance shipment of your household goods.
- You have reserved, or can reserve, a lot on which to set up your mobile home when you arrive at your new location.
- You are financially able and prepared to pay those costs which the government is not authorized to pay.

Housing for Navy people everywhere

Housing always has been a primary concern of Navy people regardless of duty assignment.

The principal objective of the Department of Defense military housing program is to ensure that all military personnel, their spouses and dependents have adequate quarters. To do this, members are provided with either a basic allowance for housing in the civilian community or are assigned to adequate government housing.

The basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing. New construction is programmed for military personnel only when community support is limited or inadequate due to cost, distance or quality.

Each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs. All existing military housing units, units under construction, and congressionally approved construction programs are listed. The rental assets in the area then are evaluated for suitability.

Several criteria are used to evaluate the rental units before they are determined suitable and usable by military members. First, a unit must be within 30 miles of the base. Second, the unit must be in good condition. For example, it must be a complete dwelling with a private kitchen. Third, and possibly most important, it must be affordable.

If a unit passes all three tests, it is added to the total of military housing units — all such units add up to the grand total of units available for use by military families in any particular area. This grand total then is compared with

the number of military families projected to be in the area to ascertain if the total units available are sufficient to house the eligible military families within the planning cycle (generally five years). If there are not enough units, there is justification to request additional construction to be programmed by the Navy. All Navy housing requests will be prioritized and the highest priority locations incorporated into the overall Family Housing Construction program presented to Congress annually.

The normal span for identification of a housing need for a high priority project, congressional approval of construction and actual construction, is three to five years.

Base housing

As popular as living in the civilian community is, base housing still is the choice of many, as evidenced by long waiting lists. There are several reasons for this: perceived savings (residential heating costs for gas, fuel oil and electricity are constantly increasing); convenience to commissaries, exchanges and maintenance facilities; and sharing the military experience with neighbors.

Military family housing falls into two categories — adequate quarters and substandard quarters.

The Navy currently manages about 72,000 adequate family housing units, which are available to service members in lieu of the housing allowance. These quarters normally are unfurnished, with the exception of a stove and refrigerator, and all the utilities — except the telephone — are paid for by DoD.

To give everyone equal treatment in the assignment of these quarters, the

Chief of Naval Operations has established the following guidelines:

- Control of housing assignments is centralized whenever possible.
- All Navy personnel with accompanying dependents, whether assigned afloat or ashore, are eligible to obtain housing.
- There is to be no discrimination because of race, color, creed, national origin or sex.
- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.
- Assignment shall be made to units with specific numbers of bedrooms, based on family composition, only for personnel 0-3 and below.

Navy families usually are assigned to military family housing that was built for the respective paygrade. Sometimes, however, local conditions permit assignment of a family to housing normally designated for sponsors one grade senior or junior.

Adequate family housing is designated as:

- Junior and senior enlisted quarters.
- Company grade officer quarters (0-3 and junior).
- Field grade officer quarters (0-4 and 0-5).
- Senior officer quarters (0-6).
- Flag quarters.

Adequate quarters may be assigned to Navy families whose sponsor is in lower grades (E-3 and below) when housing requirements of all higher grade personnel in the area and families of E-4 and higher personnel on unaccompanied tours have been satisfied.

Lower grade enlisted personnel may be

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authorized adequate quarters when a severe hardship is involved, or when it is otherwise considered to be in the best interest of the government.

The Navy manages approximately 4,000 substandard quarters, which are available to all Navy members, giving priority to junior enlisted personnel.

These substandard units are similar to adequate units except that they have been declared substandard, normally because of floor space limitations. Members assigned to substandard quarters pay either the fair market rental or 75 percent of their BAQ, whichever is less.

Substandard quarters are retained only as long as they can be economically maintained in a safe and sanitary condition. Members residing in substandard quarters may remain on waiting lists for adequate family housing.

Transient family accommodations

Transient family accommodations are substandard quarters that have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFA and the number of units at each are: Norfolk Naval Shipyard (73), Puget Sound Naval Shipyard (347), Naval Station Mare Island (240), and Naval Station Long Beach (142).

The units are furnished and offered at minimum rental rates as approved by the Commander, Naval Military Personnel Command. Personnel taking advantage of TFA still may draw Basic Allowance for Quarters or retain government housing at their regular home port.

There are two ways in which the Navy satisfies the housing needs for personnel without dependents and for transients. BQs have been constructed at 174 installations around the world. When ade-

quate housing for unaccompanied personnel is not available, service members normally are eligible for compensation, either their allocated housing allowance or *per diem*. Permanent party members are entitled to BAQ at the without-dependent rate, and transients are entitled to the quarters portion of *per diem*.

Navy installation commanders plan the utilization of on-base BQ so that housing requirements of each group listed in Table 2 are fulfilled in order. This ensures that service members with a greater need for Navy BQ are accommodated on base. Of course, in areas with housing shortages, all eligible groups cannot always be accommodated. To provide adequate housing to as many residents as possible, assignment priorities have been established and implemented by OpNavInst 11103.3.

Once assignment to quarters for unaccompanied personnel has been made, or a reservation for personnel in any of the first eight priority categories has been confirmed, the accommodations are committed. Normally, no resident will be directed to involuntarily vacate quarters in favor of a resident in a higher priority category, except when directed by the installation commander for reasons of military necessity.

For each paygrade, DoD has specified what is to be considered adequate housing for involuntary assignment. Residents should receive no less than what is specified when they are mandatorily assigned to BQ, except in cases of military necessity. At some commands with housing shortages, housing may be fully assigned to residents in higher priority categories.

When there are not adequate BQs available for assignment, Navy members may volunteer to live in substandard BQs. (See Table 2).

At some locations, rapidly rising civilian housing costs and shortages of BQs

on base combine to make adequate quarters unavailable.

Table 2. BQ standards

Minimum standards of adequacy for involuntary assignment of permanent party personnel and PCS students.

GRADE	MINIMUM STANDARDS
O-3 and above	400 sq. feet net living area. Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1 - O-2	250 sq. feet, net living area. Combination sleeping/living room with private bath.
E-7 - E-9	200 sq. feet, net living area. Private room with private bath.
E-5 - E-6	90 sq. feet, net living area. Room with no more than two people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Minimum standards of adequacy for involuntary assignment of temporary duty and transient personnel.

GRADE	MINIMUM STANDARDS
All officers and warrant officers	250 sq. feet, net living area. Private room with bath shared by no more than one other.
E-7 - E-9	100 sq. feet, net living area. Private room with central head facilities.
E-5 - E-6	90 sq. feet, net living area. Room with not more than four people and central head facilities.
E-1 - E-4, except E-1 recruits and trainees	85 sq. feet, net living area. Open bay (minimum) and central head facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central head facilities.

Civilian market housing

In addition to providing base housing or housing allowances, the Navy also helps members find a place to live in the civilian community.

When you receive PCS orders, you are directed to report to the Housing Referral Office at your new duty station.

The HRO can ease the trauma that sometimes is associated with moving to a new area. Among the services offered by the HRO to help newcomers are:

- Maintaining non-discriminatory rental and sales listings for housing within commuting distance of the installation.
- Assisting in determining the vacancy/availability of specific units before the service member leaves the office.
- Investigating all complaints of discrimination.
- Maintaining a restricted sanction list of all landlords/housing complexes practicing discrimination.
- Acting as a mediator in tenant/landlord disputes when requested.

The HRO is available to all Navy members and can save you time and money as well as cut down on some of the inconvenience of relocation.

Renting

When you choose to live in the community, the rent you pay — in spite of your quarters allowances — will represent a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations.

When you've found the place you want, you may be asked to sign an application for a lease and to pay a deposit. This document isn't the actual lease. So before you sign it, make sure it includes

a statement indicating that the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit that usually is equal to one month's rent. The deposit is to cover the cost of any repairs you may be responsible for when you vacate. If you vacate your apartment or house in good shape, so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check, "security deposit."

The lease itself is a contract that defines the rights and obligations of both the landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the rental agent's word that it is just a standard form and that everybody signs it. Read it over, make sure you understand it, and consult your HRO or legal assistance officer if you have any questions. Military personnel have special problems, and leases should be written to protect their interests as well as those of the landlord.

Every military tenant should insist that a military clause be included in the lease. This clause generally states that the member can terminate the lease if PCS orders are received. The clause does not usually allow the termination of the lease just because on-base housing becomes available. There is no standard military clause. The wording is a matter of negotiation between you and your prospective landlord.

Most leases are for 12 months, but if you can't stay for the entire term, you

may exercise the military clause. However, you still may be required to give a proper vacate notice, usually 30 days. In any case, any payments you would be required to make for early termination should be spelled out in the lease.

Laws and customs regarding the landlord/tenant relationship may vary widely from state to state. So, before you sign any lease, you should consult the legal assistance office of your housing referral officer.

Buying

Since buying a home requires a considerable outlay of money, there must be an advantage to buying rather than renting. Those who pay rent only have the use of the premises they occupy. Those who buy, however, have the potential increase in equity, as the market value of their home increases over the years.

In addition, the portion of your house payment that is applied to interest can be claimed as a deduction on your income tax return. If you itemize your deductions, you may save money in this way.

Mortgages

If you decide to buy a home and, like most of us, you don't have enough money to pay cash, you must borrow the funds. Loans on homes require a mortgage or deed of trust.

Unless the seller is willing to loan you the money at or below the interest rate you can get elsewhere, you must take out a loan with a commercial bank, credit union, savings and loan association, life insurance company, mortgage company, or some other financial institution that specializes in lending money for the pur-

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chase of real estate. The amount these organizations are willing to lend will depend on the location, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

The standard types of mortgages involve conventional mortgage loans, mortgage loans guaranteed by the Federal Housing Administration and mortgage loans guaranteed by the Veterans Administration.

Over the past several years, new types of "creative financing" have been developed as alternatives to traditional mortgages. Some of these may involve variable rate mortgages, where the interest rate constantly changes to keep pace with the market place, thereby requiring either the monthly payment or the duration of the loan to change. Others involve reduced monthly payments during the first few years of the mortgage when a young couple is least able to afford high payments. Some of these types may require

a large "balloon" payment around the fifth year to make up for the smaller initial payments, while other types may recoup the difference through higher payments after the fifth year. Be alert for still other forms of "creative financing" that may become available.

Anyone may apply for a "creative financing," conventional, or FHA mortgage loan. FHA mortgages differ from the other two mortgages in two ways. First, the lender is insured by the Federal Housing Administration against losing money on the loan. Second, the percentage of the appraised value that can be lent, and other terms of the mortgage loan, including prepayment provisions, are more closely regulated by federal law.

The VA has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial down payments. Because VA-

guaranteed loans require no down payments (because VA protects the lender), it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA.

If you are an eligible veteran or an active-duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veteran's organization for more information and applications.

Reminder

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

Navy Lodges

There are more than 1,500 Navy Lodge units at 42 locations in the United States and overseas. Navy Lodges, varied in size, offer motel-type facilities at \$13-\$30 per night for the entire family. All profits earned remain in the Navy Lodge program and are used for renovation, expansion and construction of additional units.

The Navy Lodge mission is to provide military personnel, accompanied by their dependents under permanent change of station orders, with clean, comfortable, temporary lodging facilities while they are in the process of acquiring a permanent residence. At the Navy Lodges located at the Naval Hospital Bethesda,

Md., and Oakland, Calif., priority accommodations are given to members of the immediate family of inpatients who are seriously or critically ill, and to sponsors of children who are undergoing or convalescing from serious surgery.

Other categories of authorized personnel who may use Navy Lodge facilities are listed in OpNavInst 11107.2 series. Some of these include: non-PCS active-duty military and their dependents; retired military and their dependents; Dept. of Defense civilian employees and their dependents assigned to overseas areas for duty who are temporarily without permanent housing, and official guests/visitors of the installation, as determined

by the commanding officer.

A Navy Lodge central reservation office has been established to assist military families in obtaining accommodations. To make a reservation for a Navy Lodge in the United States, call toll-free 1-800-NAVY INN or Autovon 565-2027. Accompanied military personnel on PCS orders may make reservations up to 90 days in advance of the date that lodging is desired. Other personnel may make reservations up to 21 days in advance.

To get a listing of Navy Lodges worldwide, write to: Commander, Navy Resale and Services Support Office, Ft. Wadsworth, Staten Island, N.Y. 10305, Attn: Navy Lodges. □

Frigate (FF)

Riga Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

Displacement:

1,500 tons full load

Length:

91 meters (298 feet)

Propulsion:

Steam turbines, 28 knots

Main Armament:

Three single 100-mm DP gun mounts;
Two twin 37-mm AA gun mounts; One
twin or three- tube torpedo mount.

An estimated 64 *Riga*-class frigates were built from 1952 through 1958. The approximately 35 units still active in the Soviet Navy (others in reserve) have been given improved anti-submarine capabilities with the addition of ASW rocket launchers. Ships of this class have been transferred to Bulgaria, East Germany, Finland, and Indonesia. □

RIGA FF



Mail Buoy

Aircraft squadron is alive and well

I am writing in reference to your *All Hands* magazine issue of September 1987 article dealing with the U.S. Navy in Japan.

This article was informative and up-to-date. However, one mistake was made. Strike fighter squadron 195 was not included on your listing of ships and squadrons homeported in Japan. I must protest. VFA 195 is the finest strike fighter squadron embarked on board USS *Midway* and all hands desire to see this glaring error corrected.

—PN2 Mitchell Ewing
VFA 195

MSC, Far East — come on down!

In your recent article on U.S. forces, Japan, you missed one — Commander, Military Sealift Command, Far East. Located in Yokohama, this command, headed by Capt. R.F. Walters, performs a vital mission throughout the Far East, working with both USNS vessels and military charters.

Each of your issues is looked forward to here on the cutting edge of freedom! Keep up the good work.

—BMC (SW) Heald
COMSCFE FPO Seattle

Work first, appearance second

In regards to HMC (SS) Joseph A. Coppola's letter (November 1987), which suggested that the Navy Memorial statue is out of uniform, I can only suggest that Chief Coppola has been on land or underwater too long.

Squared away uniforms are a small part of what Naval service is all about. What this statue bespeaks, most eloquently, is the solitude of a sailor's life.

There's a place for spit and polish, but as we start another day of flight operations here in the Med, I can see that that's not what it is all about for these men now.

—IC2 Mark J. Hyer
USS *Coral Sea*

Seabees first, Beachmaster second

In regard to M. E. Moffat's "Misleading Term" letter in your November issue, I cannot believe, for a constructionman or an equipment operator, that earning the stand-alone title of "Beachmaster" could ever be more important than the title of "Seabee."

Occupational Field 13, which encompasses all Seabee ratings, has only 10,800 professionals. Seabees serve in battalions, battalion units, NavFacs, NavStas, Antarctica, school commands and public works. We serve the president at Camp David and the nation through the Department of the State.

Seabee *esprit de corps* and "can do" attitude are world famous. We are a small part of the Navy, however we are the "Best of the Best" and just being a Seabee will always mean more than any other title which can be bestowed on an OF-13 individual.

—UTC D. G. McIntosh
MCAS, Iwakuni, Japan

Reunions

• NEW REUNION INFO SERVICE:

Military reunion information has jumped into the electronic age. A new electronic information center for the listing and accessing of Armed Forces' reunions is now available to all interested parties. All that is required is a computer, a modem and a telephone line. Originally started by Herbert W. Reith to list U.S. Coast Guard reunions, the listing has been expanded to cover all the uniformed services (including the U.S. Public Health Service's Commissioned Officer Corps). The sponsor is the USS *Merrill* (DE 392) Reunion Association, a group of Coast Guardsmen who had served on the *Merrill* in both the Atlantic and Pacific during World War II.

To access the data base, which is on line 24 hours a day, dial (704) 667-8021. The baud rate can be between 300 and 1200. Modem settings are: no parity, eight data bits, one stop bit and full duplex. First-time users may scan the various service branches to see if their outfit is having or has had a reunion. The listings contain information on whom to contact for further information. A first-time user may not leave reunion information directly but can leave what is known as "E-Mail" at time of sign-off and Reith will add any reunion information to the appropriate reunion category.

Callers will be validated after the first call if they wish and will then be able to post reunion notices directly on the electronic bulletin board service. Reunion coordinators who do not have access to a computer may mail reunion information to USS *Merrill* Reunion Association, P.O. Box 681, Enka, N.C. 28728-0681. If a reply is requested, a stamped,

self-addressed envelope should be sent with the notice.

• **All PBY crews** — Reunion April 6-10, 1988, Jacksonville, Fla. Contact J. Thompson, 1510 Kabel Drive, New Orleans 70131.

• **USS Dennis J. Buckley (DD/DDR 808)** — Reunion April 13-17, 1988, Charleston, S.C. Contact Harold Ferguson, 1604 Bert Drive, Wichita Falls, Texas 76302; telephone (817) 322-1437.

• **USS Lafayette (SSBN 616), visitors and former crew members** — Reunion April 22, 1988, Norwich, Conn. Contact Commanding Officer, USS Lafayette (SSBN 616) (Blue), Attn: MMCM John M. Harlach, FPO N.Y., N.Y. 09577-2001.

• **USS Augusta (CA 31)** — Reunion May 19-22, 1988, Seattle. Contact E.L. Dixon, 1075-275 Space Parkway, Mt. View, Calif. 94043; telephone (415) 968-5172.

• **Yangtze River Patrol Association** — Reunion May 23-26, 1988, Seattle. Contact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; telephone (305) 878-3422.

• **USS Gearing (DD 710)** — Reunion May 1988. Contact Leo Dougherty, 26 Mobile Parkway, Newark, N.Y. 14513; telephone (315) 946-5897.

• **Kubasaki High School, Okinawa — all graduates** — Reunion July 1988, Dallas. Contact Mary Clugh ('71), 10588 Stone Canyon No. 242, Dallas, Texas 75230; telephone (214) 369-8934.

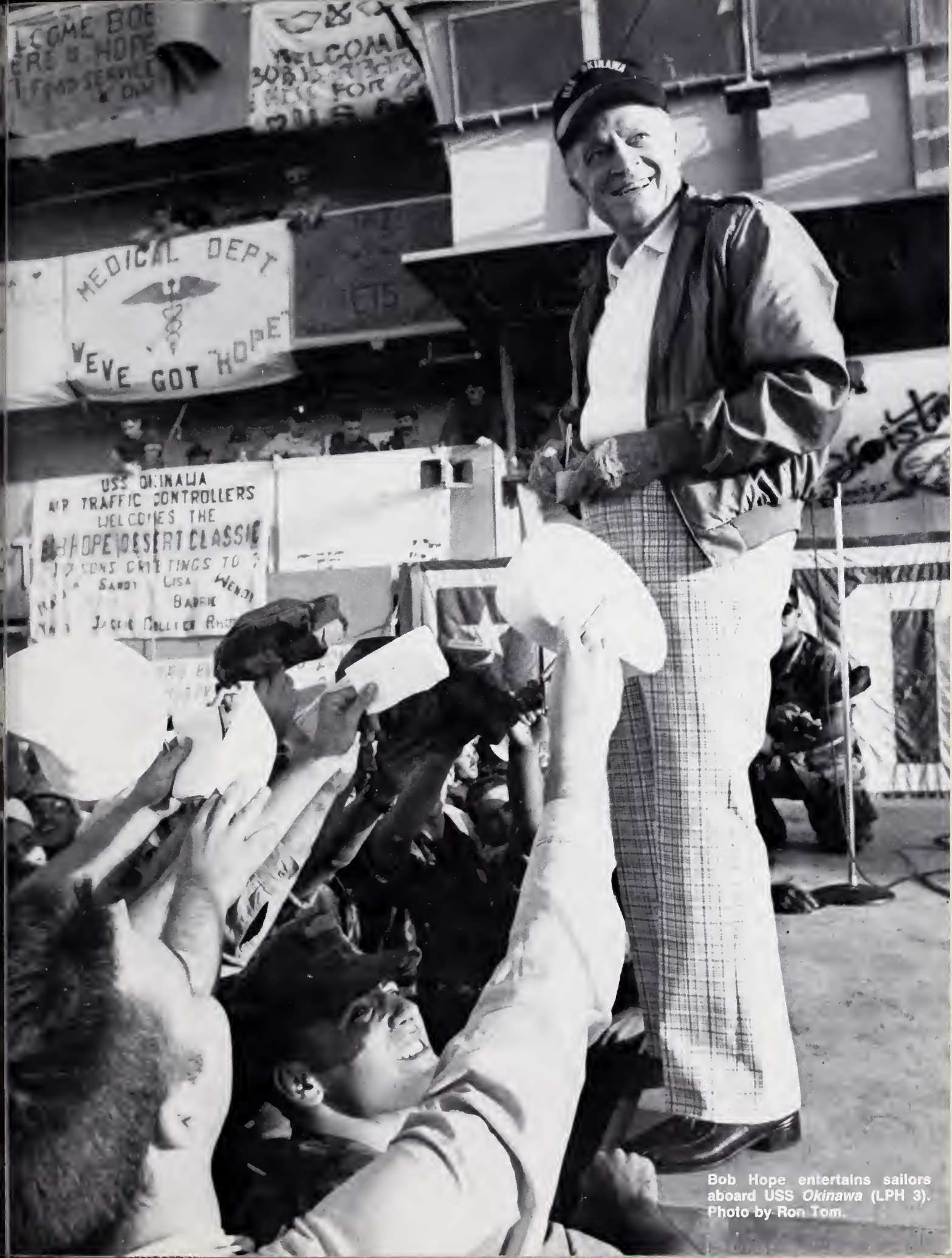
• **USS Chantrelle (AV 10), World War II** — Reunion Sept. 7-11, 1988, Vicksburg, Miss. Contact Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.

• **USS Rodman (DD 456/DMS 21)** — Reunion Sept. 8-11, 1988, New Hampton Beach, N.H. Contact Gordon Webb, King Road, Hampton Falls, N.H. 03814; telephone (603) 778-8820.

• **Northwestern University Midshipmen's School (1940-45)** — Reunion August 26-27, 1988, Chicago. Contact William Lewis, 253 Santa Barbara Circle, Palm Desert, Calif. 92260; telephone (619) 346-7626.

• **USS Monrovia (APA 31)** — Reunion Sept. 22-25, 1988, Sacramento, Calif. Contact Francis Drummond, 1316 Charleston Ave. Apt. 200, Matton, Ill. 61938; telephone (217) 234-6471.

• **Military Photojournalism Program, Syracuse University** — 25th anniversary reunion, April 8-9, 1988, Syracuse Univ. Contact Prof. Fred Demarest, c/o Photography Dept., Newhouse School of Photography, 215 University Place, Syracuse, N.Y. 13244-2100.



Bob Hope entertains sailors
aboard USS Okinawa (LPH 3).
Photo by Ron Tom.



'Great White Ghost' ● Page 4

ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1988



Antarctica

Navy vs. elements



PERIODICAL

05
6



"Hang on, baby, Friday's coming!" Members of a Marine Corps reconnaissance team demonstrate a special personnel insertion and extraction rig with an H-46 helicopter. Photo by PH1 Chuck Mussi.

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 65th YEAR OF PUBLICATION



Photo by JO2 Mike McKinley

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Front Cover: An LC-130 *Hercules* of VXE 6 wings its way on a mission over Antarctica. See story Page 18. Photo by JO2 Mike McKinley.

Back Cover: Homeward bound, an LC-130 passes above one of several scientists it carried to the frozen antarctic continent. See story Page 18. Photo by JO2 Mike McKinley.

Navy Currents

Navy women to VQs, not VPs

Recent civilian news media coverage of the secretary of the Navy's internal study on the progress of women in the Navy has resulted in some confusion concerning women's assignments to selected aviation squadrons.

Secretary James H. Webb Jr. announced Dec. 21 that he had approved a recommendation to open aircrew assignments with the Navy's two shore-based Fleet Air Reconnaissance (VQ) squadrons to women. News reports indicating that women would be assigned to duty aboard P-3 aircraft have led to speculation about women's assignments with Maritime Air Patrol (VP) squadrons.

Navy women will not be assigned to VP squadrons because VP aircraft have an offensive capability and combat mission, Navy officials said. The combat exclusion law, Title 10, U.S. Code, Section 6015, specifically precludes the assignment of women to combat units.

Aircrew positions aboard EP-3 aircraft in VQ squadrons were opened to women after SecNav approved a new definition of a combat mission. Under the new definition, VQ shore-based aircraft with only a reconnoiter mission and no offensive capability or active combat role were determined not to have a combat mission. As a result of SecNav's decision, more than 100 officer aircrew billets and more than 230 enlisted aircrew billets will be eligible for the permanent assignment of women. Navy women currently serve in VQ ground support billets. □

Transfers delayed

Many Navy people who have projected rotation dates in the third and fourth quarters of this fiscal year can expect transfer delays.

In order to adjust to congressionally-imposed funding cuts and remain within the fiscal 1988 permanent change of station budget, all PRDs of April through September will be extended between two and four months.

Exceptions are:

- People completing the prescribed DoD-area

tour overseas and those members required to fill overseas vacancies.

- Individuals going to training 20 weeks or longer, and those completing training greater than 20 weeks.
- People being assigned to new construction as well as those who already have orders in hand.
- Those undergoing nuclear power training.
- Members being assigned to joint duty.
- People being reassigned as a result of decommissioning or those assigned to Navy detachments aboard Military Sealift Command Ships (12-month unaccompanied tours).
- Directed unaccompanied and isolated tours.

Additionally, officers with orders to aviation training commands to fill vacancies, those in selected critical training pipelines and officers rotating to or from command will not be affected. Enlisted men and women who are undergoing certain selected critical skills training en route to sea duty will not be affected.

The fiscal 1988 DoD Appropriation Act has forced a cut of about 25.1 million dollars in operational and training PCS moves. By extending PRDs, the Navy hopes to eliminate the "bow-wave" of PCS moves into fiscal 1989, while retaining some degree of flexibility in detailing and remaining within budget.

Should additional options become available through cost savings or other actions, people will be moved early, with priority given to those with the longest sea tour lengths. As individuals approach their PRDs, they are encouraged to maintain close communication with their detailers. For more information, see NavOp 003/88. □

More HIV testing

Navy people will again be tested for HIV antibodies. All active-duty Navy members were first tested two years ago.

The test is being repeated to track the incidence of AIDS, a disease with many unknown factors, said Naval Medical Command officials. The first test showed that 2.4 per 1,000 Navy people had been exposed to the AIDS virus.

This year, testing is to be completed before Oct.

30, 1988. Those who are deployed or who could deploy on short notice will be tested first, followed by:

- Those with orders to deploying units or shore stations outside the continental United States.
- Doctors, nurses, corpsmen, dentists and dental technicians, and others on active duty who provide health care.
- All remaining Navy people on active duty.

Commands are responsible for coordinating with local testing facilities and filling out roster forms. Individuals are responsible for having both their medical and dental records available when blood is drawn for the HIV test. Command testing won't be complete until test results have been documented in member's health records.

All HIV test results will be kept strictly confidential. Notification will be made in a "CO eyes only" letter.

NavOp 005/88 gives complete details on the 1988 HIV screening. □

College rewards

Sailors who earn college degrees on their own time will get some extra credit, starting with this September's advancement cycle.

Those taking the E-4, E-5 or E-6 exam who earned degrees after joining the Navy will get an extra two points added to their final multiple score for an associate degree and an extra four points for a bachelor's degree.

This credit only applies to sailors who completed degree work in their off-duty time.

The extra points, awarded in the new "degree completion" category, apply for one advancement only. For example, an E-3 with an associate degree taking the E-4 exam can receive two points. To receive extra points on future exams he or she must earn a bachelor's degree.

This award recognizes Navy people who take the initiative to get more education and enhance their careers, in addition to doing their normal military jobs.

The forthcoming Navy advancement manual, OpNavInst 1560 and future NavOps will have details on degree completion points. □

Secretary Webb resigns

In his final message to the fleet, Secretary of the Navy James H. Webb Jr., said he sent his letter of resignation to President Ronald Reagan Feb. 22, because he could not support Navy department budget reductions mandated by the DoD.

"It has been a particular privilege and a special honor to have spent the last year with the Navy and Marine Corps. Your professionalism and sense of duty will hold a lasting place in my heart," he said.

William L. Ball III has been nominated to succeed Webb. Ball, 39, from Spartanburg, S.C., previously served on the White House staff as assistant for legislative affairs to the President. □

Jobs cut, promotions wait

In a recent message to the fleet, Chief of Naval Operations Adm. Carlisle A.H. Trost explained that the Navy was going to have to "tighten its belt," to meet congressionally mandated budget cuts.

"These necessary savings should be placed in the broader perspective of the many gains we have made in recent years to improve military pay, compensation and bonus programs," Trost said in NavOp 013/88, which announced where the Navy's belt would be tightened.

- An involuntary early separation program is in effect. Approximately 14,000 sailors with EAOSs prior to Sept. 30, 1988, must either reenlist or get out of the Navy on designated dates during April, 1988.

- A three-month time-in-rate requirement for advancement to paygrades, E-2 and E-3 has been added, effective Mar. 1, 1988. No "grandfathering" will be allowed.

- Officer promotions to lieutenant junior grade through captain will be delayed from April 1 to Sept. 1, 1988.

For more detailed information concerning the involuntary separation program, consult NavOp 018/88. □

Antarctica:

a land beyond the limits

Story by JO2 Mike McKinley

Antarctica is a land of extremes. It is the coldest, highest, driest, windiest continent on earth. It is covered by more than seven million cubic miles of ice, which have been accumulating for 13 million years. Only 4.5 percent of Antarctica remains ice-free. These areas are along the coast and in the Transantarctic Mountains, which extend from the Antarctic Peninsula well into the interior. The mountains reach heights of 16,000 feet. The average thickness of the ice sheet on this 5.5-million-square-mile continent is 7,500 feet. That 7,500 feet of ice elevation gives Antarctica the distinction of being the highest continent, in terms of mean altitude.

The ice sheet, running as deep as three miles at its thickest point, holds 90 percent of the world's fresh water. Yet Antarctica is the largest, driest desert on earth. There is almost no fresh water on the continent. What water that does exist is confined to glacial melt. The annual precipitation, in the form of snow, is less than two inches. The snow that does fall is blown about by the wind until it is compressed into ice.

The dryness of Antarctica poses a very real danger to individuals working outside. Often, because of the lack of moisture in the air, a person isn't aware — until it is too late — of just how cold it really is.

And "Antarctica" is spelled C-O-L-D. The coldest temperature ever recorded on earth was in the Antarctic: minus 129.6 degrees Fahr-

enheit, at the Soviet Union's Vostok Station. It's so cold that oil freezes into jelly, steel pipes shatter like glass if dropped, mercury freezes solid and tin disintegrates into granules.

Although the average annual temperature in the interior, away from the coast, is minus 70 degrees Fahrenheit, during the summer months



Often living in colonies of a million or more, the penguin is the most noticeable resident of Antarctica.

high temperatures may range from zero to 32 degrees above. A record thermometer reading of 52 degrees was registered at McMurdo Station last summer. But such high readings are not the norm, and, to make matters worse, there is usually a wind.

It is a rare day when the wind isn't

blowing in Antarctica, especially along its coasts, which are considered the windiest places on earth. Wind velocities in excess of 200 m.p.h. have been recorded at Antarctica's Commonwealth Bay. Such winds are known as "katabatic" winds and blow with hurricane force, whipping the snow into the atmosphere, causing near-zero visibility and adding a man-killing wind chill to already frigid temperatures.

Sir Douglas Mawson, an early 20th century antarctic explorer, described these terrible winds and their effects in his writings. "The actual experience is something else. Picture a snowdrift that blots out the world, that is hurled, actually screaming with energy, through space in a 100-m.p.h. wind when the temperature is below freezing. Then shroud these infuriated elements with polar night. A plunge into such a black-white, writhing storm is to stamp on the senses an indelible, awful impression seldom equaled in the whole gamut of natural experience. The world becomes a void — fierce, grisly, appalling; a fearful gloom in which the merciless blast is an incubus of vengeance that stabbed, froze, and buffeted intruders with the stinging drift that choked and blinded."

There are two seasons in Antarctica: summer and winter. During the summer, which lasts from September to February, the sun is a constant companion, circling the sky 24

Photo by PH3 Patrick Gilliland



Photo by PH3 Patrick Gilliland

hours a day. Only then can temperatures rise to that comfortable 32 degrees above zero. In winter, Antarctica is cloaked in darkness from March to August. Extremely high winds and minus 100 degree thermometer readings are regular occurrences during this bleak period. This is a time on the continent when life, tenuous at best, seems to adjourn altogether.

Life forms on the continent itself are limited. Although there is no life at all in the interior, lichens and mosses are found in the ice-free areas, and two types of flowering plants hold their own on the Antarctic Peninsula. Bacteria and yeasts have also been discovered only 183 miles from the South Pole.

Indigenous wildlife consists of 76 species of insects, many of them existing nowhere else in the world. The largest land animal is a 1½-inch carnivorous insect, which lies so close to the ground that the treacher-

ous antarctic winds pass completely over it. Other insects, most of them microscopic, can be found taking refuge in rock crevices or in banks of moss.

In contrast, animal life is abundant on the edge of the great sea-ice shelves surrounding Antarctica. Forming outward from the coast, the sea ice, which can get as thick as 10 feet, occupies a two- to eight-million-square mile belt around Antarctica that is 300 to 1,000 miles wide, depending upon the season. The ocean at the ice edge is rich in nutrients and in the summer supports a huge population of krill, fishes, whales, penguins, and seals, and the greatest gathering of sea birds in the world. These include albatrosses, fulmars, arctic terns, whalebirds, skuas and petrels.

Though Antarctica is a harsh and forbidding land, its size, geology and geography make it a fertile field for study and exploration. Scientists

The stark, snow-free gullies and ravines of the "Labyrinth" in Antarctica's Wright Valley present an eerie, prehistoric appearance.

from more than 20 countries are currently engaged in antarctic research in disciplines ranging from biology and oceanography to the study of magnetism and cosmic rays. And, under the agreement of the Antarctic Treaty of 1959, results of these and other studies are made available to scientists everywhere.

Under the United States Antarctic Research Program, funded by the National Science Foundation, nearly 300 scientists are involved in numerous research projects in the Antarctic. With logistical support provided by the U.S. Navy, U.S. scientists are attempting to learn the secrets of this vast wilderness of ice and snow. □

McKinley is a staff writer for All Hands.

McMurdo Station

Life on the edge

Story by JO2 Mike McKinley

McMurdo Station is to Antarctica what 19th century San Francisco was to the American West — a main arrival point and staging area for adventurers heading into a wild country. Where San Francisco once supplied the needs of '49ers in their quest for gold, McMurdo supplies the needs of U.S. scientists in their quest for knowledge. But whereas San Francisco burgeoned into a modern metropolis, no longer on the edge of a frontier, McMurdo remains an outpost in the midst of an untamed wilderness, even in the 20th century.

"McMurdo is a frontier town on the edge of the world," said Lt. Cmdr. Timothy Sims, McMurdo Station's command chaplain. "Antarctic hands refer to it as 'The Hill' and those who live amid the perpetual dust as 'the Dirt People.' It's big, dirty, busy, rowdy and ugly," he said.

Taking Chaplain Sims' statement at face value, one would be inclined to think that McMurdo Station had all the appeal of a fever blister. McMurdo might seem to be the Lost City of the Rowdy and Unwashed, where a fun-filled night on the town would make the Visigoth's sacking of Rome look like a Halloween prank by mischievous boys.

But Sims wasn't being derogatory in making his statement. Not at all. He was simply putting McMurdo in proper perspective: that is, despite modern technology and all the creature comforts of life that do exist at McMurdo, there is still a rough edge on the town that the polished veneer of sophistication can't gloss over. Just being where it is, secluded on the border of five and a half million square miles of the least known and most isolated wilderness in the world, gives the town and its residents a frontier character that is lively, good-humored, and sometimes bizzare. McMurdo is a splash of color on the otherwise blank canvas of Antarctica.

Headquarters for *Operation Deepfreeze*, McMurdo is the summer home for roughly 900 U.S. military personnel who provide the logistic support for civilian scientists with the U.S. Antarctic Program, directed by the National Science Foundation. The vast majority of the support personnel are U.S. Navy sailors, Seabees and airmen whose ranks are augmented by soldiers of the U.S. and New Zealand armies. From September to mid-February, the men and women at McMurdo keep research stations and facilities operating, oversee communications and

air-traffic control, handle the movement of material and people, build runways and piers, and repair buildings and equipment. They also provide clean drinking water and fire-



fighting services, and handle the essential medical, dental, culinary and recreational needs for McMurdo residents.

The town is a bustling, weather-scarred community of wood, metal and canvas situated on Ross Island, a sanctuary separated from the harsh antarctic continent by the massive Ross Ice shelf. The station takes its name from McMurdo Sound, which was discovered during the 1841 British polar expedition led by Sir James Clark Ross. The Sound was named for Lt. Archibald McMurdo, an officer aboard one of the British ships, *Terror*.

McMurdo derives its moniker, "The Hill," from nearby Observation Hill, a 750-foot mound that dominates the landscape at the edge of town. Antarctica's only active vol-

cano, 12,000-foot Mount Erebus, also shares the island with McMurdo.

Having this geological beast as a neighbor may be a bit disconcerting to new arrivals on The Hill, but to the residents who have been there a spell, Erebus is looked upon as a benign old monster that just belches a little steam once in a while. A popular story that makes the rounds at McMurdo is of a helicopter pilot, who, some years ago, landed his chopper atop Erebus. Leaving the helo, the intrepid aviator — with considerable courage and a full bladder — walked over to the edge of the volcano's crater and . . . attempted to put the fire out. Failing in his courageous but inevitably futile attempt, the pilot returned to base and came close to getting written up — for putting his aircraft in danger!

McMurdo's architectural pedigree may best be defined as "mongrel." It is a cross-breed of M*A*S*H, Dogpatch and inner-city housing projects. The station is a sprawl of long, rounded tents called Jamesways, 'vari-colored box-like wooden buildings, sheet metal Quonset huts, warehouses, barracks and work spaces, all linked together by an array of powerlines and water pipes. Many of the buildings are better known by name than number. There are such high-toned residences as the "Blue Lagoon Resort," the "Park Hilton Jamesway," the "Royal Society Inn," and "Club Mud." The only building at McMurdo that doesn't look like a fugitive from the zone inspector is the very chic and modern Swiss chalet that is the National Science Foundation headquarters. To compare that nifty facility to the rest of the buildings in town would be like comparing John Paul Jones to Tugboat Annie.

Journalist 2nd Class Mark Lytle, assigned to McMurdo's public affairs office, made the remark that when he first saw McMurdo he likened it to "an aging, badly scarred combat veteran." Yet this applied to outward appearances only, for he soon found that inside, the buildings are clean and modern. "I'm coming to appreciate the human ingenuity that has gone into making McMurdo a habitable home in the 'worst place in the world,'" said Lytle.

Since Ross Island is composed entirely of volcanic rock and ash, during the summer McMurdo, is a dry, dusty burg. There is no such thing as a paved street or roadway in McMurdo. The roads are in a constant state of dusty agitation from trucks, forklifts, bulldozers, vans



Photo by JO2 Mike McKinley

With Scott's hut in the foreground, McMurdo Station is the staging base for inland research projects in Antarctica.

McMurdo Station

and snow machines going about their business. They churn up the fine gray particles into roiling clouds of choking dust that settle on anything in the vicinity. Just the act of walking encourages grimy, powdery clouds of dust to swirl about the ankles. Pedestrians, like Charlie Brown's soiled little buddy "Pig Pen" in the Charles Schulz comic strip, can't go anywhere without a dust cloud nipping at their heels. That's why the often begrimed, dust-harried citizens of McMurdo have been dubbed "the Dirt People" by those who spend their time on the clean, white snow and ice of the continent.

But, there are times when the dust is overtaken by other natural occurrences such as melting snow. At such times McMurdo thoroughfares can get pretty sloppy and gummy. It is because of this that McMurdo becomes "McMuddo" for some people.

The snow melt from the higher elevations around McMurdo also create Ross Island's main water artery, known to McMurdo residents as the Bean River. Compared to other "rivers," the Bean is a moist ditch, probably no more than six

inches deep and a foot wide. But though small in size, its thin ribbon of silt-gray rushing water has encouraged bridge building within the camp, as a convenience to pedestrians who don't want to slip while stepping over the rampaging Bean. And of course there is the local ordinance against diving or fishing from the bridges, clearly marked on the hand rails.

From September through February, the sun never sets in Antarctica. And for the men and women who work at McMurdo and nearby Williams Field, it seems like one long, six-month day. Although there are set working hours, nothing is 100 percent firm and the hours can be long and demanding.

But the biggest problem for some people is just getting used to continuous sunlight. "I'm still trying to get used to the 24-hour-daylight routine down here," said Legalman 1st Class Kevin Boylan of the McMurdo legal office, "and this is my second deployment. It's really strange," he added, "especially at night — or at least when it's *supposed* to be night. You know it's nighttime, but it's as



Photo by PHAN Dirk Meenan

bright as it would be at noon. In the barracks I have heavy curtains I keep closed all the time," he said. "It's hard trying to get to sleep with sun shining through your window at midnight."

Boylan mentioned going to the "Acey Deucey" club one Saturday "night" with a couple of friends during his first deployment to McMurdo. "We were leaving the club at about 1 a.m.," said Boylan, "and when we stepped outside, the sun hit us square in the eyes and my first thought was 'My gosh, we've been in the club all night.' I wasn't sure if I should go to bed, go to work, or go back," he said with a laugh.

McMurdo is a mixed community of sailors, soldiers, civilian scientists and contract laborers. It is a place where the Texas drawl mingles with the British accent of New Zealand and where bearded scientists, in their distinguishing red parkas, rub

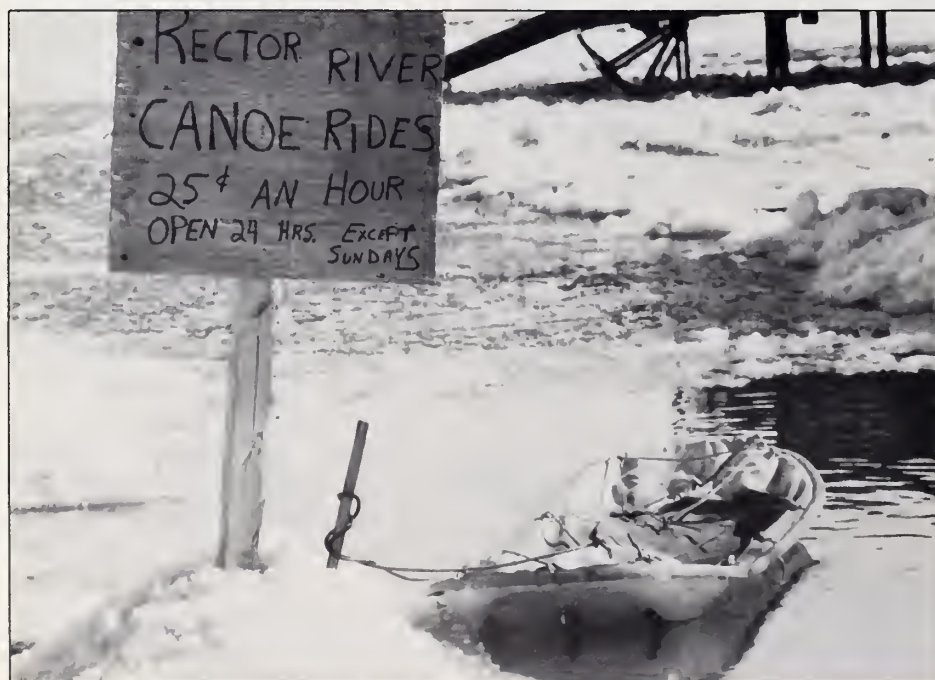


Photo by PHAN Craig Peterson

When the ice runway begins to melt, you don't want to step in any puddles.

PHAN Craig Peterson of the **McMurdo** photo unit, just can't get away from his favorite California pastime, even in minus 20-degree weather.

elbows with clean-shaven military types in green. "The people here tend to be close-knit," said Aero-grapher's Mate 2nd Class Joan Hoefener, "despite the few who allow themselves to fall into the military-vs.-civilian syndrome. But you can make friends with anyone down here if you really want to."

Because of its isolation, everything is back to basics and relatively uncomplicated at McMurdo. According to Boylan, that includes the way most residents look at their neighbors. People are accepted for what they are. "You don't put on a

false front at McMurdo," said Boylan, "because everybody seems to know everybody else. You're not going to impress people here by trying to be someone you're not."

"One of the problems we have here is boredom," said Chaplain Sims. "When people are assigned to Antarctica it means assignment to an island and McMurdo Station. The Hill is all they ever see," he said. "The flight crews at Williams Field get to fly around on the continent and thus have the opportunity to get a little broader view of things. But for the people with the Naval Support Force and some of the Army people who work with us, McMurdo is it — this is all they see and it becomes drudgery and boredom." And according to Sims, this leads to

an alcohol problem for some Hill citizens, both military and civilian.

"I'm always hearing from the troops that there is nothing to do here but drink," said Sims, "but that is not true. All that means is that they are not paying attention to what is here and are not paying attention to themselves."

As in any "wet" town, clubs are popular social centers that provide a place to wind down after a long day and McMurdo's four watering holes do a brisk business. But that doesn't mean that McMurdo is the tippler capital of the world either. There are many other alternatives to fill leisure hours. As Chaplain Sims said,

The National Science Foundation headquarters is an architectural gem among stones at McMurdo Station.



Photo by JO2 Mike McKinley

McMurdo Station

"There is something to do besides drink, for everybody, every night of the week."

In addition to the myriad activities offered by special services, there

AC1 Deena Gasparro and AC1 Randy Walls relay weather information from McMurdo to a plane flying a mission on the continent.

is a gym at McMurdo, a radio and TV station that provides 'round-the-clock entertainment, and a well-stocked library. There is also a new coffee house in the mess hall as an alternative to the club scene and video nights at the chapel, which present special programs such as the British Broadcasting Corporation's series on early antarctic exploration.

And of course there are cookouts, chili cook-offs and annual, much-looked-forward-to sporting events. One of these is the Penguin Bowl, McMurdo's Thanksgiving gridiron classic that pits the naval air squadron team at nearby Williams Field against a hard-charging "Hill" squad.

Holiday parties at McMurdo are fun-filled occasions, with the Halloween Bash being one of the most colorful. A description of last year's party appeared in the social column of the *McMurdo Sun Times*, the local newspaper:

"All the innocence of childhood, with a touch of the macabre and a dash of hilarity, was recaptured Saturday night when McMurdo residents turned out for the Halloween Bash.

"Under the shadows of ghostly silhouettes, freaks and geeks and bangers and bashers cut loose and got down.

"While a prize-winning 'Herbie' whirled around the dance floor, a fairy princess and a six-foot tongue lazily circled the room. Watching

Navy Chaplain Timothy Sims



Photo by JO2 Mike McKinley



Photo by JO2 Mike McKinley



Photo by JO2 Mike McKinley

this, one could almost imagine he was in a mystical, magical, far-away land. Like maybe Los Angeles."

Such carefree events help relieve the pressures that can develop from the more serious side of duty there.

On Ross Island there are a number of crosses and monuments to people who met their deaths in this harsh land. "I think when people come down here," said Sims, "they have the illusion that they can have everything their own way, that somehow they are in control. But when you look out across that frozen sea ice and the Transantarctic Mountains on the continent, it becomes pretty clear that in a place like this, contrasts are stark and life is going to do what life is going to do. You are not in charge."

Unfortunately, the illusion of being in control of the environment

is sometimes shattered by tragedy. A graduate student was killed when his snow vehicle broke through bad ice on McMurdo Sound and he sank to his death in 2,000 feet of water. A Navy petty officer died when his tractor also went through the ice of the Sound. And in a more recent tragedy, last year, an LC-130 *Hercules*, carrying 13 people, crashed while attempting to land on a skiway, killing two Navy men and injuring 11 others. It is through such events that people at McMurdo are brought together through memorial services for their fallen comrades. "We all realize that Antarctica is a dangerous place," said Sims, "and it is during such times of remembrance that we are reminded that we can't afford to be lulled to sleep."

Though the frontier character is still very much in evidence at

A golden hardhat on a granite memorial is a grim reminder that man does not control Antarctica.

McMurdo Station, the trappings of civilization are creeping in slowly but surely. Life is getting quite comfortable. Some sailors, like Chaplain Sims, are sorry, in one respect, to see the blessings of technology come to McMurdo. "In a way, I think it is too bad that life is getting more 'cushy' here," said Sims. "I think Antarctica in the past has offered people an opportunity to do something they might not otherwise have done — face themselves. And now it's getting easier and easier not to do that."

This, then, is McMurdo Station: for now, a frontier town on the cutting edge.□

McKinley is a staff writer for All Hands.

A real adventure

Braving antarctic winds, scaling icy glaciers, even eating galley leftovers, the members of snowcraft training school in Antarctica survived the most arduous test of all — survival training.

Story by JO1 Lynn Jenkins

The loud sounds of laughter and song echoed behind them as the group rode out of town on their way to a real Navy adventure.

Two days later, when the adventurers returned, the only sounds were their frozen parkas, which cracked with each weary step. But if you listened closely, you might have heard that one barely audible whisper — or perhaps it was more of a whimper.

"I survived survival training."

* * *

The frozen sailors and scientists had just returned from antarctic survival training or the Snowcraft/Survival School, as it is officially known. The course is taught down on "the Ice" (as Antarctica is known to locals) by cold weather and mountain survival experts from both the United States and New Zealand antarctic research programs. Members of field expeditions, mostly American and Kiwi scientists, learn the basic techniques for surviving in a world where not only are the temper-

tures below zero, but so are the odds of finding a local convenience store.

Military people stationed in Antarctica may take the course too, if there is an opening and work schedules permit.

* * *

Day one began at the bottom of a long and a very steep ice-covered hill. The first lesson: hard work is the only way up. Lesson number two: there are many ways down, most of them out-of-control, downhill slides.

The training plan required each student to demonstrate various methods for stopping a potentially dangerous slide. No problem — all the students had to do was purposefully send their bodies sliding toward the distant bottom, then, once momentum was gained, use their ice picks to dig in and stop the slide. Bright students that they were, they quickly discovered the farther you slide, the more effort required to climb up for the following lesson.

Because of the exertion in warm —

by antarctic standards — weather (27 degrees above zero), and the glare of the sun off the ice, the students were soaked with sweat and melted snow when the instructors called a welcome halt for lunch. Hungrily they dug into the brown bags provided by the galley crew. "I'll trade you one cold fried-egg sandwich for your piece of last night's chicken."

Although it was a short break, there's nothing like good food to revive lagging spirits, so it was with renewed good cheer that the students, shovels in hand, began to dig their way into Hotel Antarctica.

Rooms at this spacious inn come in three basic styles:

- The trench — a long narrow hole in the ground with bunks cut into its side.

- The snow mound — a large pile of snow packed down then hollowed out.

- And the igloo — blocks of ice pressed together to form a mounded shelter. (Only for the very ambitious.)



After breaking into threes and fours, one group decided to dig a trench while the other two groups opted for snow mounds. Within an hour the trench was finished and its new inhabitants settled in. The mounds took a bit longer. In fact,

four hours of continuous hard labor longer, but eventually these brave souls were also able to jump into their new homes and into dry long-johns. And none too soon. With the unpredictable suddenness characteristic of antarctic weather, the mer-

cury took a drop to well below zero.

But warm and snug in their shelters, well away from the antarctic wind, the students worried less about the weather than about dinner. "Are you sure that if we add boiling water to this mess it will turn into a pork chop?" Actually, as they soon discovered, with a little imagination, dehydrated food wasn't that bad, especially cheesecake, smothered in canned raspberries. And the generosity of a neighbor who smuggled in canned spaghetti was toasted well into the night.

After a surprisingly good night's sleep, the morning quickly went downhill, both figuratively and literally. First figuratively, as they crawled into clothing which had frozen overnight, then literally, as the instructors sent the students rappelling down the sides of glaciers and lowered them into crevasses from which they had to extract themselves.

Rappelling wasn't that hard, except for the first step. Once over the edge and securely held by safety lines, students began to enjoy the descent. Some even began imitating their favorite TV stuntman, swinging out farther and farther from the cliff as they descended.

Locating crevasses wasn't hard either, once the students knew what to look for. What was more difficult was avoiding them. Not only is it embarrassing, but also potentially very dangerous, to accidentally step into a crevasse, especially one that is 20 feet deep.

Finally the day was over. Cold, wet and tired, yet filled with a sense of wonder and satisfaction at their accomplishments, the students loaded onto a truck for the journey back home — back to the "good life" at McMurdo Station. □

Jenkins is a photojournalist for All Hands.

Adm. Richard Byrd

Father of modern Antarctic exploration

Story by JO2 Mike McKinley

Standing near the National Science Foundation headquarters at McMurdo Station is a bronze bust of Adm. Richard E. Byrd. The bust, sitting upon a black marble pedestal, was donated by the National Geographic Society and erected in 1965 as a memorial to America's most renowned antarctic explorer and one of the Navy's most famous heroes.

Between 1928 and 1956, Byrd led five expeditions to Antarctica. He was busy with the exploration of the Antarctic right up to his death in 1957.

For his first expedition in 1928, Byrd arrived in Antarctica, his aircraft fully equipped with radio communication gear. Establishing his base of operations at Little America Station on the Ross Ice Shelf, he began his exploration of the continent. Byrd made a number of significant geographical discoveries during this expedition, including Antarctica's Rockefeller Mountains, Marie Byrd Land (named for his wife) and the Ford Ranges.

But it was on Nov. 29, 1929, that he and three companions made aviation and exploration history by becoming the first persons to fly over the South Pole. Byrd thus gained the

Adm. Byrd checks his position with a sun compass aboard an aircraft over the South Pole.



U.S. Navy Photo



The Ford trimotor plane, *Floyd Bennett*, carries Byrd and his three companions in the first flight over the South Pole.

Painting by Robert Carlin



National Archives Photo

Byrd, dressed in furs, with his dog "Igloo," outside a hut during his 1930 antarctic expedition.

distinction of also being the first man to have flown over *both* poles. On May 9, 1926, he and Machinist's Mate Chief Floyd Bennett, had flown over the North Pole during an Arctic expedition. Both men received the Medal of Honor for that feat.

The South Pole flyover, however,

may have been even more important, for it helped to prove the effectiveness of aircraft operations in the Antarctic and the advantages of radio communication. These two modern innovations changed the character of antarctic exploration. No longer would polar expeditions be perilous enterprises carried out by a handful of daring men. With modern technology, antarctic exploration would be safer and less difficult and the door opened to more widespread scientific research.

Byrd's second antarctic expedition, in 1935, undertook a number of significant geographical and scientific research projects. These included studies of meteors, cosmic rays, magnetism, and seismographies of the ice shelf.

It was also during this second antarctic adventure, that Byrd, wishing to discover the effects of solitude on the human mind and body, spent almost an entire antarctic winter alone at a weather station 125 miles south of his main base. While there, he almost died of carbon monoxide poisoning from fumes emitted from a faulty heater. Byrd, unaware of the cause of his illness, tried to keep his physical condition a secret from his men at the main camp since he didn't want them to risk their lives in a mid-winter rescue attempt. But Byrd's confused and often erratic

radio messages during his check-ins with his base gave him away and he was rescued. He recorded this experience in his book entitled *Alone*, published in 1938.

In his 1939 expedition to Antarctica, Byrd led five major exploring parties on the antarctic continent, where he surveyed the coast using seaplanes and ships. But in 1941 all explorations had to be aborted and the bases abandoned when World War II erupted and antarctic areas became fueling and supply bases for German raiders and submarines.

Following service in World War II, Byrd was appointed officer in charge of the Navy's *Operation Highjump*, the largest Antarctic expedition ever organized. In 1947, using 13 ships and more than 4,000 men, the expedition explored and mapped two million square miles of Antarctica, an area about two-thirds the size of the continental United States.

In 1955, Byrd initiated, directed and accompanied the Navy's *Operation Deepfreeze* to Antarctica as part of the International Geophysical Year of 1957. The IGY was a cooperative effort of 12 nations, joined together for antarctic research and exploration.

But that was to be Byrd's last antarctic venture, for in March 1957 he died, just three weeks after being awarded the Medal of Freedom for his lifetime of polar exploration. As one of the greatest antarctic explorers, he did leave behind a legacy of having done more than any other explorer in setting the tone for the modern-day, scientific exploration of Antarctica. □

McKinley is a staff writer for All Hands.

'Crash!'

Heroic corpsman saves lives on the 'Ice'

Story by JO2 David Melancon

When U.S. Navy Hospital Corpsman 2nd Class Barney Card woke up Wednesday, Dec. 9, it was just like any other day at his small Antarctic field camp. He had no idea that he was about to become a hero.

At 8:30 that morning, a National Science Foundation LC-130 *Heracles* airplane, operated by a U.S. Navy crew from VXE 6, was on a routine resupply flight from McMurdo Station. It crashed while attempting to land near Card's isolated outpost 750 miles northwest of McMurdo Station.

Heroism didn't even cross Card's mind when he heard the shouts of "crash!" He grabbed his parka and gloves and jumped on a snowmobile to get down to the landing strip. All that could be seen was smoke and twisted metal. With two Navy civilians from the camp, Brad Honeycutt and Johnny Howard, Card ran to the cockpit of the plane.

The three searched for a way into the plane.

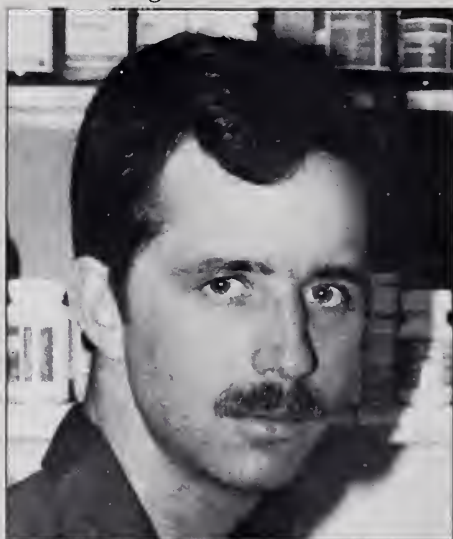
In the cockpit, the trapped crew members were also looking for a way out. There was no time to waste — fuel was leaking into the cockpit and electrical power could ignite it. The rescuers found a small hole in the cockpit fuselage, enlarged it, then one by one, the victims were carefully pulled out. Fires from JP-5 aircraft fuel burned all around the wreckage. The danger of explosion made the extrication harrowing.

"I was scared," said Card. "I knew that it could blow at any minute and I just wanted to get everyone away from the plane."

"One of the first people I remember seeing was Card," said one survivor. "He literally gave me the

shirt off his back — he also gave me his parka and gloves, and continued to work in just his thermal undershirt." After all the victims were removed from the wreckage, they were loaded onto sleds for the mile-long trek to shelter.

The sleds were only 15 feet from the wreckage when the first of sev-



HM2 Barney Card

eral explosions rocked the aircraft.

Back at the camp, Card used the barracks tent as a makeshift emergency room. "I assigned a person from camp to each one of the victims — to sit with them," said Card. "They kept an eye on them and let me know what was going on, and I could move from one to another."

"Petty Officer Card was evaluating injuries, trying to figure out who was the most serious and get them stabilized," said one survivor. "He would hover around one person, find out the extent of his injuries — do the minimum he needed to, then move on to the next person. The guy was just superb. He was like the calm in the eye of the storm."

While Card was administering emergency care, a medical evacuation flight with a surgeon and other corpsmen had been launched from McMurdo Station. Constant radio contact was kept during the operation between Card and McMurdo medical personnel.

Because of bad weather, it was approximately eight hours before the rescue flight arrived.

Two VXE 6 personnel had been killed instantly in the crash. Nine injured personnel were returned to McMurdo for evaluation. Four survivors were sent to New Zealand for further treatment.

"This was a situation that would have tasked a hospital emergency room," said Lt. David S. Kermode, a Navy doctor who cared for the survivors in McMurdo. "Card had nine cases — four of them serious. One would have died without him. He really kept his wits about him."

"The job was incredible," said Robert Johnson, a corpsman who was on the medevac flight. "We got there to find a really professional set-up. He is definitely a hero."

"I don't know if 'hero' can be used," said Card. "Everyone had a part in this — I can't say enough for the help given by the doctors and everyone involved. I've never seen a group mesh and work together as we did here at the McMurdo dispensary. I won't deny we all did a heck of a good job, but we're not heroes."

"All I can say is, that if I had been in that situation," said Johnson, "I hope that I would have acted like Barney Card." □

Melancon is assigned to Naval Support Force, Antarctica.



U.S. Navy Photo

Scott's hut

Story by JO2 Mike McKinley

One of the most well-known historic sites in Antarctica, harking back to the early days of 20th century antarctic exploration, is located at McMurdo Station. It is a hut built by Robert Falcon Scott's first British expedition to Antarctica, in 1902. Although other huts still exist on Ross Island, erected by members of various expeditions that explored Antarctica, it is Scott's hut that beckons visitors at McMurdo. The hut's appeal in large measure rests upon the romance surrounding the exploits of Scott himself. The famous British naval officer and polar explorer led a daring but tragic 1910-1911 expedition to the South Pole, in which he and three others perished. The grim death of Scott and his comrades still captures the imagination.

Although locals stationed at McMurdo refer to the building simply as "Scott's hut," its given name is *Discovery* hut. It was so christened

by Scott during his second and last antarctic expedition, in honor of his ship *Discovery*.

Scott transported the hut in pieces from Australia in 1902. It was a spacious bungalow of the type used by settlers in the Australian outback. The hut did not serve as the expedition's living quarters. The men remained aboard *Discovery*, which was frozen into the ice about 200 yards away. The hut was used for drying furs, skinning birds and repairing awnings. It also doubled as a storeroom and as a workshop for pendulum gravity observations. In more carefree hours, the hut became the "Royal Terror Theater," (named for nearby Mount Terror.) The men gathered on a stage in the hut to perform presentations complete with floodlights and scenery sets.

Later British expeditions made more extensive use of the hut than Scott did. It became an important staging area for sledging parties

heading south from other camps on Ross Island, specifically camps at Cape Evans and Cape Royds. The hut was finally abandoned in 1917.

Discovery hut was cleared of ice in 1963 by volunteers from the New Zealand Antarctic Society and restored. Thanks to Antarctica's dry climate and a protective covering of snow and ice, the artifacts and equipment that were left behind by the explorers more than 75 years ago had been preserved. Many are now on display and include various items of cold-weather apparel of the period, camping equipment, sealskins, handmade snowshoes, and foodstuffs, including sides of mutton left by a 1917 expedition and dog biscuits for the huskies.

The U.S. Naval Support Force at McMurdo helps maintain the hut. On Sundays during the summer months the hut is open to visitors. □

McKinley is assigned to All Hands.

Polar Air

Story and photos by JO2 Mike McKinley

The LC-130 transport plane lands with a jolt and shudders as it swishes on its skis down the icy, snow-covered runway. The engines' roar increases momentarily as the props are reversed and you are gently pushed forward in your seat as the plane slows to taxi speed.

Settling back comfortably in your seat, you hear a friendly voice over the intercom. "Ladies and gentlemen — on behalf of the entire crew, I would like to welcome you to Williams Field, McMurdo Station, Antarctica, the last place on earth. The local time is 4 p.m. and the geological time is Pleistocene Epoch — the Ice Age.

"Please remain seated, with your seat belts firmly fastened, until the plane comes to a complete halt.

"For those of you who are terminating your flight here at McMurdo, we thank you for flying with us and hope you enjoy your stay. For those of you who have connecting flights to Byrd Station, Siple Station, the South Pole or various glaciers on the continent, our friendly agents at terminal operations will be on hand to assist you.

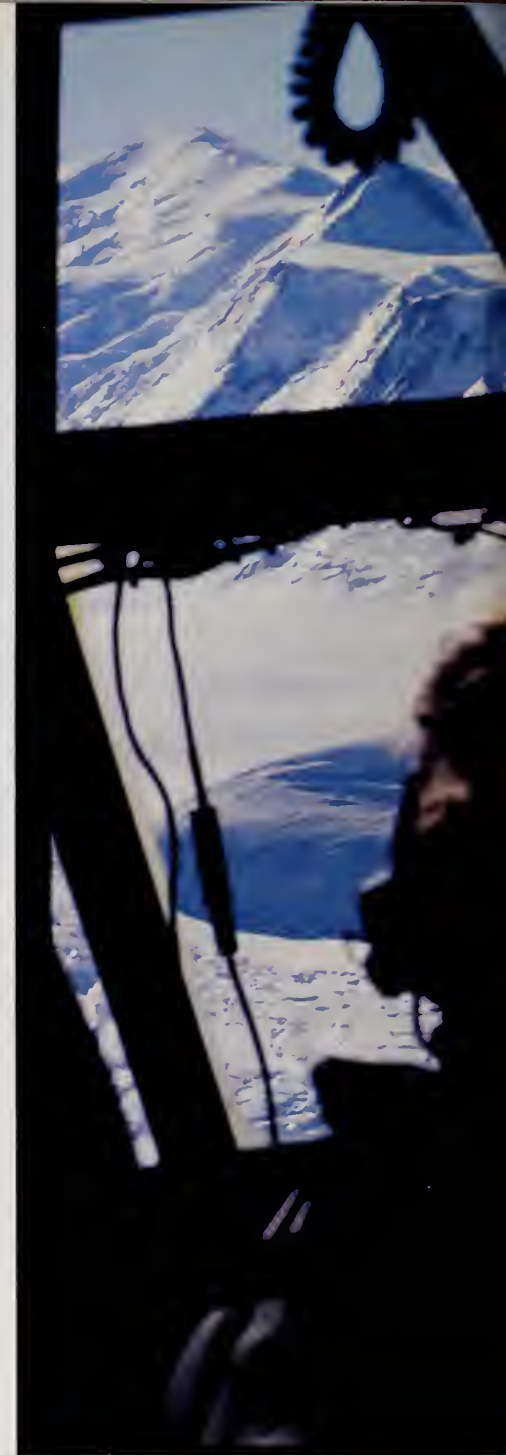
"Again, we thank you for flying with VXE 6, the World's Southernmost Airline."

* * *

Although this end-of-trip welcoming speech is strictly a product of the imagination, the facts are all accurate. Antarctic Development Squadron 6 is a very real Navy "airline" that does indeed provide air services — practically the only air services — to Antarctica.

VXE 6 is the main air arm of *Operation Deep Freeze*. For five months, during Antarctica's summer, when the sun shines 24 hours a day from September to February, Navy men and women from VXE 6 are the primary air support for international scientific exploration and research on the continent.

Since its commissioning at Naval Air Station, Patuxent River, Md., in January 1955, VXE 6 has provided American scientists in Antarctica with logistical and reconnaissance support, including aerial photography, ice sensing and air sampling. VXE 6 is the essential supply and transportation link between the "outside world" and Antarctica,



bringing in fuel, supplies and mail for McMurdo and the outlying camps and stations. The squadron also shuttles military and civilian personnel to and from Christchurch, New Zealand, the advance staging area for antarctic operations.

In the critical area of search and rescue, VXE 6 not only supplies aircraft but also a 12-man search-and-rescue team. All members of the team are thoroughly trained in first aid and polar survival skills.

The squadron handles most medi-



cal evacuations. In one medevac last November, a VXE 6 air crew flying a ski-equipped LC-130 *Hercules*, set a new record for time and distance in a single antarctic flight. In a 17-hour, round-trip passage of over 4,000 miles, the crew (including a surgeon and corpsman), flew directly across

An LC-130 pilot (above) surveys the icy, snow-covered mountains of Antarctica. The beautiful but harsh antarctic terrain (right) greets air crews flying over the continent.





The ice runway air facility near McMurdo Station is overshadowed by Ross Island's Mount Erebus.

the continent, from McMurdo to the South African Antarctic Station of Sanae, to evacuate a seriously ill South African scientist.

The squadron has flown a number of aircraft types over the years, including P-2V *Neptunes*, C-54 *Sky-masters*, Douglas C-47s, and UH-34 *Seahorse* helicopters. Today, because of the advanced technology of the aircraft and the expanded mission requirements of VXE 6, the squadron flies only two types of aircraft, the ski-equipped Lockheed C-130 *Hercules* turbo-prop transport and Bell UH-1N *Huey* helicopter. With these versatile and dependable aircraft, VXE 6 pilots and crews, operating from the helo pads at McMurdo Station or the LC-130 skiway at nearby Williams Field, are capable of carrying scientists and support personnel (with all their gear), to project sites nearly anywhere in Antarctica.

Both aircraft are considered "workhorses," well-suited to their jobs. The LC-130s are designed for long-range air support and have a maximum gross weight of 155,000 pounds, but on the average carry only about 25,000-pound cargo loads, depending on the mission, the ice and snow conditions and type of runway. Glacier and ice field landings are common for these stout, silver aircraft with the orange tails. The crew is made up of a pilot, co-pilot, navigator, flight engineer and two loadmasters.

The bright orange *Hueys* are the short-distance haulers for the hard-to-get-to, rough-terrain sites in the Antarctic. Their normal operating range is 100 nautical miles from the fuel cache. Again, depending on the mission (particularly those below 10,000 feet), *Hueys* can generally be committed to a 2,000-pound payload. A helo crew is made up of a pilot, co-pilot and crew chief.

Keeping these aircraft ready to meet the squadron's commitments

in Antarctica are some of the most aggressive, dedicated and skilled maintenance personnel in the Navy, working under some of the most trying conditions in the world. What they refer to in Antarctica as a "minor" problem may be a 12-hour engine change, performed outdoors, in blowing snow, with temperatures often reaching 20 degrees below zero. The "major" work is taken care of in Christchurch. But, no matter how difficult, the job gets done and everything stays on schedule.

Although deployed to Antarctica, VXE 6 is homeported at Pt. Mugu, Calif. The squadron operates from two airfields, one in Christchurch, where a maintenance hangar and supply depot are located, and Williams Field at McMurdo. The airfield at McMurdo has one "annual-ice" runway and two permanent-ice skiways. The runway is built on the frozen sea-ice and is used in the early part of the summer season (late September through mid-December). Then the thinning ice leads to a de-



Spreading a wake of blowing snow, a ski-equipped LC-130 taxis for takeoff after leaving scientists at a remote antarctic camp.

teriorating runway surface and all flight ops are shifted to the skiways built on the permanent ice at nearby Williams Field. All the support gear, materials, and buildings are sledged about 10 miles across the ice to Williams by *Delta III* transports and bulldozers.

Williams Field, referred to by old Antarctica hands simply as "Willy," is unlike any other airport; the field has no hangars or fuel tanks. Fuel is kept in huge rubber bladders on top of the ice. The bladders are mobile, and, if necessary, can be loaded on LC-130s and transported to outlying fields.

The tower at Willy, with its great red and white checkered radar dome, also is mobile. Resting upon skids, it can be towed a considerable distance. Each year, that tower makes the trip from the ice runway to Willy in mid-December, and then back

again at the onset of winter.

At the beginning of each summer season, VXE 6 is augmented by U.S. Air Force C-141 *Starlifters* of the Military Airlift Command and LC-130s of the Royal New Zealand Air Force. Together, they move people, equipment and supplies from Christchurch to McMurdo. This joint transportation effort lasts until mid-October, just before the transition from the ice runway to Willy Field.

Lt. Cmdr. Bradley Lanzer, an LC-130 aircraft commander, found that the operations at McMurdo are set apart from all other air transport missions by one unique and sometimes frightening aspect — landing a large transport on ice. "You've got to be gentle with a large aircraft, loaded up to the maximum weight, on skis," Lanzer said. "Takeoff and landing techniques are totally alien when you're working on ice."

According to Maj. Jim Cutler, chief of exercises at Travis Air Force Base, Calif., your problems don't end

once you get the aircraft safely down. "Once an aircraft hits the ice, it's usually off the ground again within 90 minutes," said Cutler. Maximum time on the ice is 3 hours and 15 minutes.

"The problem with staying on the ice too long is the possibility of sinking. The heat from the aircraft itself can sink the plane a few inches when it lands," Cutler remarked. He added that a plane would have to stay in one place for a long time before it would sink out of sight. "The ice where the landing strip is located is about 10 feet thick and open water is about five to 10 miles from the runway."

By about mid-December, when rising temperatures cause the ice runway and passages from ice to land to deteriorate, the ski runway at Willy must be used. Since Air Force C-141s are not ski-equipped, they can no longer be used when the ice runway is not operational. From this time on, nearly all air missions in Antarctica are flown by the

Polar Air

Cmdr. Rector (left), pilot and CO of VXE 6, and co-pilot, Lt. Cmdr. Monty Williams (right) study a chart. Navigator, Lt.j.g. John Breckheimer, (far right) uses a sextant to get a position fix.

LC-130s and helos of VXE 6.

During the operational season, the ice runway is preferred over the skiway at Willy Field. Lt.j.g. Don Cline, VXE 6 scheduling officer, said that the ice runway is favored because "a plane landing on the ice runway can land on wheels. Whereas landing at Willy must be accomplished with skis. A plane landing on skis has a maximum cargo payload of 8,000 pounds less than one that lands on wheels."

But whether one lands on ice or snow, polar flight operations have a distinct quality all their own. Lt. Cmdr. Lanzer explained some of the differences in flying at Antarctica. "The weather here changes more rapidly than any other place I know," said Lanzer, "and everywhere we fly is remote." As an example, every round trip to the Amundsen-Scott South Pole Station carries an LC-130 and its crew over 1,650 miles of rugged, snow-covered mountains, treacherous ice fields and glaciers laced with crevasses.

With such dangerous flying conditions, good communications are vital. But comms are a problem, too. "Communications with other stations on the continent are by high-frequency radios," explained Lanzer, "and when sunspot activity or atmospheric conditions aren't just right, we aren't able to talk to people to find out what the weather is where we might be flying."

And then there are the infamous "whiteouts." Lanzer, who has spent three seasons on the ice, described the potentially deadly visual phenomenon. "It's a polar weather condition caused by heavy cloud cover over the snow, in which the light coming from above is approximately equal to the light reflected from

below. There are no shadows and the horizon becomes invisible," he said. Blowing snow can also cause whiteouts. Lanzer noted that this can be "extremely disorienting, especially if you break out of a layer and you are close to the deck — you have no picture of where you are."

Lanzer emphasized that all LC-130 pilots practice whiteout landings. They must requalify each year. Although the training is done in good weather, instruments are used to simulate an actual whiteout landing. "I know pilots with up to 5,000 hours of flying time under their belts," said Lanzer, "who have never performed or practiced a whiteout landing before — until they come down here. It's something that is not done anywhere else."

Landings, Lanzer said, are particu-

larly challenging, especially when flying out to the continent and doing a remote open-field "put-in" of a science camp. This is when LC-130s try to land adjacent to the massive antarctic glaciers to offload or onload passengers and cargo. Pilots try to steer clear of the glaciers, because of the crevasses. In order to do this safely, pilots follow a set of safety procedures developed over years of polar flying.

"Safety is always our prime concern," Lanzer emphasized.

Lanzer explained that in an open-field put-in, "We first fly over the area to reconnoiter. We make high- and low-level runs and take photos. We get pictures from up-sun and down sun." Upon returning to McMurdo, the film is developed and analyzed. "Then," said Lanzer, "if





we like what we see, we load up the passengers and cargo and fly back to the site and perform a ski drag. Ski drags are a hoot!"

A ski drag is essentially a high-speed taxi on the main ski mounts. The aircraft touches down on the main mounts and the pilot taxis the aircraft along the snow at about 95 knots for about a minute before lifting off. The aircraft is flown back around so the pilot can observe the drags, see the condition of the snow and make sure there aren't any crevasses where the skis were dragged. Another ski drag is then made, parallel to the first.

Following the second drag and lift-off, the pilot makes a final circle to check the area. When satisfied that the space between the two drags is free of crevasses, he will bring the

plane in for a pinpoint landing exactly on one of the drags. "You have to land exactly on the same place you touched down before," said Lanzer. Once on the glacier, the off-load or on-load of personnel and equipment takes place as quickly as possible. It is an all-hands evolution for scientists and LC-130 crews and is usually completed in one hour or less.

Helicopter pilots and crews also face stern challenges in antarctic aviation. "The most obvious problems," said UH-1N helicopter commander, Lt. Daniel Keohane, "are the hostile climate and adverse temperatures. They make operating here a little less carefree than in an area with a more temperate climate." He said that the extreme weather means nothing can be taken for granted.

"You're always concerned about the simple things," he said, "such as whether the helo's engine oil is going to be warm enough or whether various drive shafts are going to rotate freely and not be frozen.

"Just landing a helo, especially on snow or ice, is different from the surfaces you find elsewhere," Keohane said. In the Antarctic, there is a "squat check" before each landing. The pilot will land lightly on the skids and the crew chief, looking through the open side door, will tell him if the skids set well and the ice is thick enough to bear the weight of the helo. "There have been times," said Keohane, "when a helo has had an entire skid or both skids on a snow bridge over a crevasse. These snow bridges are false surfaces and cannot hold much weight."

Adding to this, crew chief Aviation Structural Mechanic (Hydraulics) 3rd Class Bradley Peterson mentioned poor visibility. "Sometimes we land at a site to offload scientists and there is so much blowing snow that as soon as our passengers walk 20 feet from the helo, we can barely see them," he said.

High winds can also make it difficult to offload cargo and passengers. "If there is a high wind and we land in a rocky area and slip on a rock," stated Peterson, "the wind, combined with that of the helo's main rotor, can knock us down and send cargo all over the place."

Safety is continually stressed. And both Keohane and Peterson agree that they have to really be on their toes when flying with civilian scientists, who aren't familiar with aircraft operations. "Sometimes," said Peterson, "scientists get excited when we land them at a project site and without thinking, they start running around outside the helo oblivious to the rotors. There have actually been times when I have had to physically restrain people or pull them to the ground because they were walking up an incline right into the helo's main rotor."

Crew safety is also of utmost concern in polar flying. Keohane said, "We have an unwritten rule down here, that if you are assigned to go someplace and you feel it is not wise, due to weather, winds, turbulence, altitude or landing zone, no one is going to second-guess you on that. Safety of crew and passengers is paramount."

Keohane added that helo unit crews at McMurdo have had to stay out overnight on the continent due to changing weather. Crews would rather spend a night on the ice than take a chance on not making it back at all. "This is one of the judgment calls that a crew chief or aircraft commander is trained to make," said

An LC-130 (right) takes on a pallet of gear for delivery to a remote science camp on the continent. A VXE 6 helo (lower left) leaves Marble Point Air Facility for a science support mission. Antarctica (far right) as seen by aircrews at a scientific camp near Beardmore Glacier.

Keohane, "and if you're 100 miles away from your base in inclement weather, you get paid to make those calls."

If a helo must land and spend the night, the crew can survive the harsh environment in relative comfort. Aside from wearing their cold weather clothing whenever leaving the confines of McMurdo, the crew of each helo maintains on board a survival bag containing gear for three men for five days. This includes a radio, tent, stove, fuel, sleeping bags and body protection. Similar survival aids are also carried on the LC-130s and every air crew member, whether serving on board a helo or LC-130, has been trained in polar survival techniques.

For Keohane, his whole antarctic experience has been, as he expressed it, "Great! I've seen places down here that would rival the Grand Canyon in scale. Yet, more important than the rugged, beautiful scenery," he added, "the education for a pilot down here is tremendous. To venture a guess, I would say that a flight hour down here, in the conditions we have to operate in, is worth two flight hours anyplace else."

Thus, for the men and women of VXE 6, the task of providing that vital air support for the U.S. scientific research effort in Antarctica is not an easy one. But with the courage and dedication that have become the squadron's hallmarks, VXE 6 continues to meet the challenges of the Antarctic. □

McKinley is assigned to All Hands.





Marble Point

Lonely watering hole for thirsty helos

Story by JO1 Dan Simon

With a glacier in the backyard and icebergs floating off the front porch, Antarctica's loneliest helo gas station doesn't sound like much of a duty assignment, but the residents like it — even if the only way they get visitors is by helicopter.

This two-person helicopter refueling station is the only gas stop on the Antarctic continent for the helicopters supporting the remote field camps the United States operates here.

Being banished to such a site might seem like one of those threats military movies find so popular — "One more screw-up and you're being transferred to a gas station in Antarctica!"

After all, the place is remote, desolate and rocky. The only neighbors are the skua birds that nest nearby. Marble Point's two residents swear the birds make coordinated attacks on local humans who stray too close to their territory. Fortunately, the attacks, while messy, aren't usually dangerous.

Aerographer's Mate 3rd Class Steve Ake insists he's seen the birds team up to drive people away.

"One would come in for a run at me," he recalled, "while the other would hover overhead as if it was directing the strike."

Skua attacks are a minor hazard. The main danger to Marble Point residents appears to be the cooking. Neither member of the current two-person team claims to know the first thing about the subject.

McMurdo Station airlifted a turkey to them for Thanksgiving. Careful radio instructions between Marble and McMurdo were necessary before the bird could be cooked.

They weren't careful enough.

"They told us to remove the stuff inside the turkey before we cooked it," Ake remembered, with a grimace. "When I tried to find the opening in the top of it, I couldn't, so we cooked it anyway."

Luckily for those visiting Marble Point, antarctic tradition calls for the visitor to prepare dinner rather than the hosts — it's safer that way.

Ake and the other member of the team, Construction Electrician 2nd Class Lynda Gilbertson, receive so few visitors that the occasional guest who can stay is peppered with



questions, stories and — requests for recipes.

Both residents agree however, that duty at Marble Point is anything but a punishment. Privacy and space — items in short supply at other antarctic camps — are abundant at Marble. Provisions are generous, and the living conditions are comfortable, just as long as you don't mind a trip to the nearest glacier to gather snow for fresh water. But "privacy and space" aren't necessarily exciting.

Days at Marble Point range from dull to monotonous. A helo buzzing overhead sends the duo outside in expectation of another customer, another fleeting contact with civilization. A busy day will see about a dozen helicopter visits. In between, Ake takes weather observations and Gilbertson checks the fuel bladders and pumps.



Photo by JO2 Mike McKinley



A VXE 6 helo (above) is made ready to take on fuel. Marble Point Air Facility (left) from the rocky beach of the Bay of Sails.

While visitors are rare, some are more memorable than others, particularly when they're unexpected and unannounced.

"We were sitting around watching TV one night when we thought we heard a knock on our door," Ake recalled. "But we hadn't heard a helo come in, so we ignored it. You don't have neighbors within walking distance of Marble Point."

There was another knock.

"We thought we were hearing things. There couldn't be anybody at the door."

It turned out there could. A New Zealand research team was camping nearby to count skuas and had decided to drop in on the humans. (Ake

Photo by JO1 Dan Simon

Marble Point



Photo by JO2 Mike McKinley

AG3 Ake and CE2 Gilbertson (left) stand by to start fuel pumps and help off-load a helo (below) bringing in supplies. The sign (bottom) is no joke except for the price and service.



Photo by JO1 Dan Simon

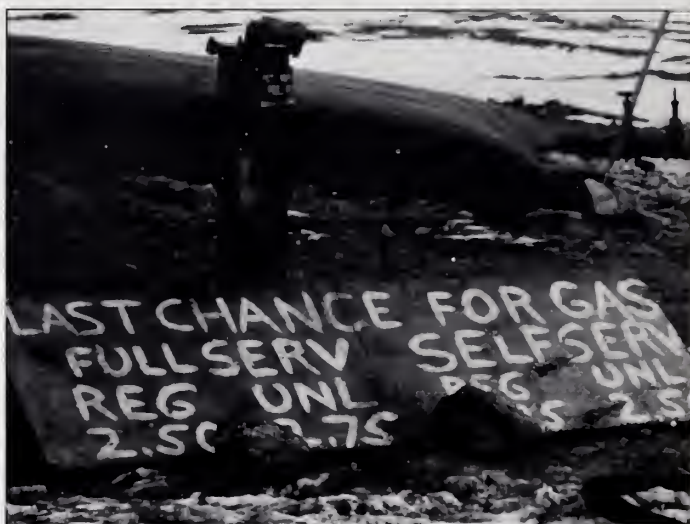


Photo by PHAN Dirk Maenen

doesn't say who cooked.)

While the facility's isolation may lead to boredom for its residents, its location greatly increases the range of the helos used to support field parties on the continent.

The UH-1N Huey helicopters flown by Antarctic Development Squadron 6 only have a cruising range of about 200 miles. Since it's a 120-mile round trip from McMurdo Station to the continent, a re-fueling point is needed.

The facility is manned from the beginning of the austral summer

season—in September—until sometime in March. Marble Point is supplied each year by a series of bulldozer-drawn traverses over the 60 miles of ice separating the facility from McMurdo. The traverses bring more than 30,000 gallons of diesel fuel for generators and for "Christine," the facility's bulldozer.

Ake keeps up a running commentary. He's only had one other person to talk to for any length of time in the past month and he's not passing up the chance for conversation. He's already pumped the visitor for every

recipe he knows, with instructions to keep it simple.

"I can't follow a recipe if you tell me to use exact amounts," he drawled. "I visualize myself making the food while you give me the instructions. This way I can understand what's going on."

A few days later, Ake's back in McMurdo. The food's an improvement, but he'd still rather be back at Marble. □

Simon is assigned to the Public Affairs Office, U.S. Naval Support Force, Antarctica

Byrd Surface Camp

Remote outpost in a remote land

Story and photos by JO2 Mike McKinley

Duty at Byrd Surface Camp is considered the most remote seasonal duty assignment in Antarctica. Located on the antarctic continent, 922 miles from the relative comforts and amenities of McMurdo, the camp is surrounded by a cold, flat, desolate

wasteland of ice and snow for as far as the eye can see. The only contact with the outside world is the radio link to McMurdo.

Byrd is the fuel stop and weather station for LC-130 *Hercules* aircraft flying between McMurdo and the

U.S. station at Siple, on the antarctic peninsula 631 miles away.

Built on the site of the former Byrd Station, a large scientific facility

Byrd Surface Camp sits atop what was once a scientific research station built beneath the snow.



Byrd Surface Camp

named for Adm. Richard E. Byrd, the camp is like a small shantytown sitting atop a man-made plateau. Flat-roofed, box-like wooden structures provide the simple but comfortable living and operational quarters for

the seven enlisted people living there. The long, quonset-like Jamesway tents double as storage spaces and in an emergency, living spaces.

The front yard "ornaments" include huge, tan fuel bladders and red

pumps, with black hoses snaking their way off the plateau to the skiway on the flats below the camp. The 10,000-foot skiway is set off by markers resembling Burma Shave signs. But instead of a slogan, each marker advertises the distance to the end of the skiway. Bulldozers maintain the skiway and keep it as smooth as possible.

Byrd is strictly a summer station, since there are no winter flight ops. Aside from two aerographer's mates and a corpsman, most of the billets call for Seabee ratings. More specialized ratings are sent to Byrd on a temporary basis whenever electrical or mechanical problems arise that cannot be taken care of by the permanent crew. During this past summer, there was a very special project at Byrd and the population at the camp nearly doubled.

In addition to the residents' normal duties of weather forecasting, aircraft refueling and general camp maintenance, they were tasked with digging out two old D-8 bulldozers that had been used there since 1957 and were left behind when Byrd Station was closed in 1972. The D-8s, once dug out of the snow, will be sent back to the States as museum pieces representing early construction efforts in Antarctica.

There are no regular 9-to-5 working hours at Byrd. Whether it is refueling aircraft, working on the D-8 dig out or general camp and equipment maintenance, there is always someone working during the 24 hours of sunlight each day.

According to Equipment Operator 1st Class Bill Van Pragg, petty-officer-in-charge of the camp, there is a lot of harmony within the group of people working there. "Being at Byrd is really a family affair," he said, "you learn to work as a team and become a close-knit group."

Bundled against the cold, EN1 Paul Enigk performs maintenance on a camp generator.



Although the camp may look crude, the living conditions are as comfortable as they can be, considering the location. Generators supply heat and electricity to the main building, where the residents live. This building contains a comfortable lounge with a VCR, sleeping quarters, a well-stocked kitchen and reefer, radio room and work spaces in available nooks and crannies. The only minor inconvenience is the need for keeping huge barrels filled with snow to provide the water for the kitchen sink, bathroom and laundry facilities. A Jamesway tent houses a gymnasium and is a storage space for a weight set, cross-country skis, and other recreational equipment. The large tent also serves as a temporary shelter for the crews

when they first arrive at the beginning of the summer to dig out the camp after the long, hard antarctic winter.

Van Pragg said that the temperatures during the early part of the season reached minus 78 degrees with 30- to 35-knot winds. "I've actually had my eyes frosted shut when moisture from my breathing collected on my eyelids," said Van Pragg. "In weather like that, you stay outside 10 to 15 minutes at a time."

"One of the positive things we discover, being out here," said Van Pragg, "is that we are on our own and have to make our own decisions. If something breaks, we have to put it back together the best we can. If we don't have the part, we try to fix the old one and make it work. Other-

wise," he added, "we have to radio back to McMurdo and try to get a new part sent out by the next available aircraft."

Electronics Technician 1st Class Ron Hoadley, who was working temporarily at Byrd, summed up his duty at the camp and Antarctica in general by saying, "duty down here is exciting. In Antarctica, especially at remote camps such as Byrd, you feel that you are living a life that Indiana Jones can only dream about."□

McKinley is a staff writer for All Hands.

Fuel is flown to Byrd in rubberized barrels, like the one being lifted by the dozer below.



D-59

LC-130 resurrection

Story by Jacquelyn Randall

After spending 17 years in its tomb of ice and snow, an LC-130 *Hercules* transport plane was successfully flown to its home base in McMurdo, 720 miles away. In January, the plane was repaired and reassembled onsite in Antarctica by employees of the Naval Aviation Depot of Marine Corps Air Station, Cherry Point, N.C.

The aircraft, which belongs to the National Science Foundation, had crashed in 1971 after dropping off scientists to perform research on the eastern coast of Antarctica. Upon takeoff, one of the plane's propulsion system bottles broke loose on the left side of the plane's fuselage. The bottle shot upward and hit the number two engine, forcing a nose-down landing. The plane was damaged extensively. At that time, it was determined that repairing the aircraft would be too expensive.

Over the years, drifting snow had buried the aircraft, except for a three-foot section of the tail fin.

But the economics of aircraft procurement caused the National Science Foundation to take a closer look at the buried LC-130. In January 1987, the plane was dug out and its damages were reevaluated. Experts determined that repairing the stricken *Hercules* would be cost-effective, considering the price of a replacement aircraft. According to Dr. Peter Wilkniss, director of polar programs for the National Science Foundation, the cost of recovery and

modernization of the plane would be approximately \$10 million, compared with \$38 million to purchase a new one.

A field repair team left from the Naval Aviation Depot at Cherry Point on Nov. 14, 1987, set up their base camp, known as "D-59," on Dec. 1 and immediately started work on the aircraft. By the time the crew left D-59, they had replaced all four of the aircraft's engines, two main landing gear systems, struts and small components. The LC-130 was flown from the crash site Jan. 10, 1988, by a five-member Navy crew headed by Cmdr. Jack Rector, commanding officer of the Navy's Antarctic Development Squadron, to McMurdo Station. Rector likened the recovery of the plane to the rising phoenix of Egyptian mythology. "I think that's what we're going to name the airplane," he said.

Once the salvaged aircraft was in the air, it was escorted by another LC-130 back to McMurdo, with both aircraft flying low to maintain visual contact. On arrival at McMurdo, Rector said of the salvaged plane, "she flies great."

From McMurdo, the aircraft was flown to a repair facility in Christchurch, New Zealand, where it is undergoing additional work before being put back into service in Antarctica. □

Randall is with the NADep Public Affairs Office. JO2 Mike McKinley contributed to this article.

Experts determined that repairing the stricken Hercules would be cost-effective, considering the price of a replacement aircraft.

Det. Christchurch

Express service for the 'Ice'

Story by JO2 Mike McKinley

You won't find any U.S. Marines guarding the entrance to the small Navy complex located just outside International Airport at Christchurch, New Zealand. Instead, there are two large, wooden penguins, one on either side of the base's main thoroughfare. They act as the sentinels and form a welcoming committee for visitors to the facility. It's very appropriate for those entering Det. Christchurch to be greeted by penguins, because this is the official jumping-off point for anyone going to Antarctica.

Officially known as U.S. Naval Support Force, Detachment Christchurch, this unit plays an important role in the Navy's support of the U.S. antarctic program. Working in tandem with air units of the Navy's Antarctic Development Squadron 6 and the U.S. Air Force 61st Military Airlift Wing, Det. Christchurch has the sometimes Herculean task of seeing that cargo and people are made ready for the flights to the "Ice." The unit also stages cargo for

Military Sealift Command ships that supply McMurdo once each year in January or early February.

In addition, Det. Christchurch is responsible for vehicles and supplies used by U.S. forces in New Zealand and for mail going to Antarctica and the U.S. Embassy in Wellington, New Zealand.

The base at Christchurch is made up of transient barracks, a restaurant-style cafeteria, officer and enlisted clubs and Navy exchange facilities.

Det. Christchurch is staffed mostly by U.S. Navy personnel, but members of both U.S. and New Zealand armies and air forces serve there also, as do some civilians.

During the summer season, when the Naval Support Force and scientists are deployed to New Zealand or Antarctica, the detachment consists of about 275 members and they must all work long hours to make sure passengers and cargo are ready for delivery to the Antarctic.

During the winter months, the de-

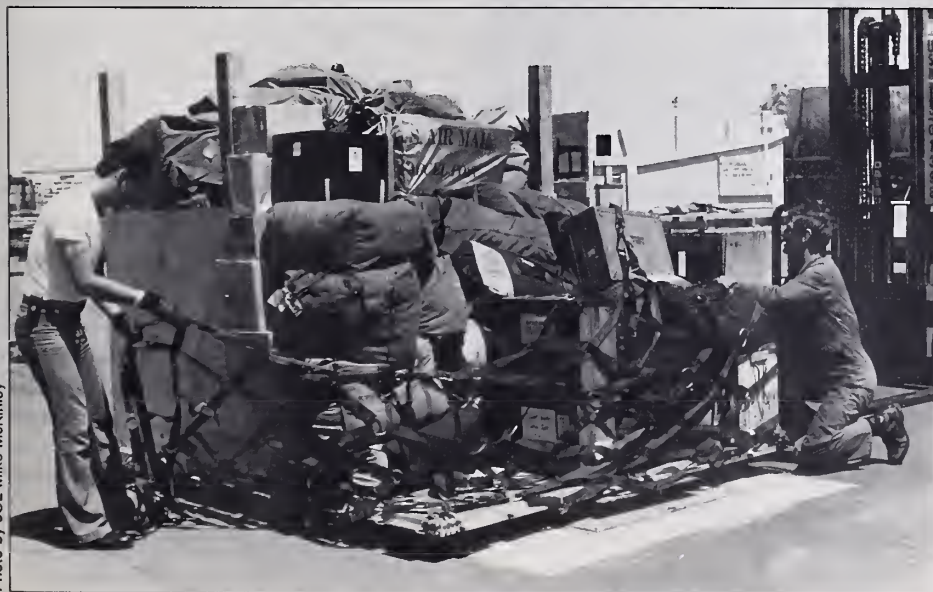
tachment size is cut to around 40 people. The Det.'s winter missions are to maintain base facilities, prepare for the following summer season and serve as the sole communications link between the personnel wintering over in Antarctica and the outside world.

Flights to the Ice are very limited during the antarctic winter, since the continent is cloaked in darkness for six months and weather conditions are extremely bad. There are only two mid-winter flights from Christchurch to Antarctica. These take place in June, when supplies and mail are air-dropped at McMurdo and the South Pole for personnel wintering over there.

During their free time, Christchurch personnel and transients, who are waiting to go to the Ice, volunteer their talents to support local community projects. Thousands of dollars and hundreds of hours of work have been contributed by the detachment and other volunteers to help children's homes and orphanages in and around Christchurch.

The efforts of Detachment Christchurch often go unnoticed, overshadowed by the activities of the units in the Antarctic. But without the hard work and dedication of the detachment, to ensure a smooth flow of essential cargo and personnel to Antarctica, those same activities on the Ice would be greatly impaired. □

McKinley is a staff writer for All Hands.



SK3 Richard Wince (left) and Cpl. George Dougherty of the Royal New Zealand Army prepare cargo for shipment to the Ice.

Bearings

Contractor products get closer look

The Navy has developed a new program that evaluates the quality of Navy contractor products.

The Navywide program, called the Product Deficiency Reporting and Evaluation Program, combines source data from all the naval systems commands and brings together the many aspects of Navy procurement and contracting. The system provides the Navy with a comprehensive means of improving quality

and material management, maintaining mission capability and reducing costs and personal jeopardy to Navy people.

The new program will help identify and eliminate poor-quality material and encourage good workmanship among Navy contractors.

"Recent events have brought home the importance of the American Navy to the security of our country and the free world," said W.J.

Willoughby Jr., director, reliability, maintainability and quality assurance for the assistant secretary of the Navy for shipbuilding and logistics.

"Realizing the essential part the Navy contractors play in the success of the fleet, as well as the need for an objective and well-coordinated Navywide system for evaluating the quality of Navy contractor products, the Navy has established PDREP." ■

Navy 'converts' sought from clergy ranks

The Navy has established a program to attract clergy from under-represented faiths to serve as Navy chaplains. Included in the program will be those from Catholic, Jewish and Orthodox faiths.

Initiated last spring with a visit by these priests to Naval Air Station Jacksonville, the clergy orientation visit program aims to improve the ratio of clergy to congregations in the Navy.

That ratio is also low in the civilian ministry. For example, on the average, nationwide, one priest

serves 930 Catholics. But in the Navy, it is estimated that there is one Catholic priest for every 2,100 Catholic service members. To minister to the 30 percent of Navy personnel who are Catholic, an additional 160 Catholic priests are needed.

Civilian rabbis, priests or other ministers are nominated to participate in the new program by one of six Navy Recruiting Area chaplains. Those nominated will gain "hands-on" experience with ministry opportunities in the Navy. These new

chaplains will be selected from throughout the United States.

The Navy, Marine Corps and Coast Guard Chaplain Corps are aiming toward an end strength of 1,166 chaplains.

In addition to orientations at NAS Jacksonville and Pensacola, other sites for these clergy visits include Naval Training Centers in Orlando, Fla., and San Diego; Naval Bases at Charleston, S.C., Seattle, Norfolk, and San Francisco; and the Naval Education and Training Center in Newport, R.I. ■

Chief makes hobby out of Navy rating badges

When people think of collecting military memorabilia, they think of unit patches, books, photos and uniforms.

But for Aircrew Survival Equipmentman Chief Steven Hedington, collecting Navy rating badges is something very interesting and more than just a hobby.

Hedington, a reservist assigned to Strike Fighter Squadron 303 at Naval Air Station Lemoore, Calif., has been collecting a variety of rating badges

for the past five years.

"Navy enlisted ranks have the little rating symbol which makes them very different from other services," Hedington said. "I only collect first class ratings because I was a first class when I began the collection."

Hedington has more than 400 different rating badges. The material used in their construction includes cotton, wool, melton, polyester and double-knit.

Chevrons in the beginning were

either made of felt or wool and were sewn on individually, whereas today they are embroidered on, all in one piece.

Hedington's oldest patch is a 1913 Carpenter's Mate rating badge, which he picked up at a gun show. He said, "I get most of my badges from collectors whom I've met at gun shows, or who are in the Navy." ■

—Story by PH2 Lou Rosales, Public Affairs Office, NAS Lemoore, Calif.

Iowa gets wound up over motors

Can you imagine a U.S. battleship without the use of one of its 16-inch guns? That's the situation USS *Iowa* (BB 61) and its crew found themselves in recently.

But once the problem was found, it was *Iowa's* electrician's mates, not the gunner's mates, who did all the trouble-shooting.

The problem was a motor that ran the high-pressure air compressor in gun turret number three. The compressor is essential because it provides the turret with counter-recoil pressure. With this mission-essential piece of equipment down, the gun turret was inoperable.

Once the compressor was taken to the power shop, the motor had to be

placed in the "burn-out" oven at 900 degrees Fahrenheit for 12 hours to burn off old varnish.

"The varnish was originally meant to act as an insulator," said Electrician's Mate 2nd Class Bruce Bunnell. "It also acts to solidify and bind copper wires together inside the motor. We bake it to loosen the old wires and make them easier to pull out."

After the old copper windings were removed and the motor allowed to cool down to about 100 degrees, it was given a coat of the insulating varnish. After that dried, the new copper windings were placed in the motor housing. Then the entire motor was dipped into varnish for

re-coating and put back in the oven to harden. The entire process was repeated twice.

Using this method, Bunnell and Electrician's Mate (SW) 2nd Class Randy Frakes worked around the clock, alternating every 12 hours for three solid days, to complete the job.

"Messages were sent to the other ships in the operating area and we offered our services for their downed equipment, too," Bunnell said. "I like this work because I can actually see the results. The equipment won't work if I don't do my job." ■

—Story by J0SN Wesley Burton, USS *Iowa*.

Airdale is 'cracked up' over eggshells

Aviation Structural Mechanic 1st Class Stuart Povick is one person who hunts for things most people would leave behind or toss out. Old playing cards, thumbtacks and pieces of aircraft safety wire are some of his treasures. He uses such discards to make pieces of handiwork that have become the envy of many.

Povick, assigned to Patuxent River's Naval Air Test Center Force Warfare Aircraft Test Directorate, has developed a hobby of making aircraft out of eggshells and assorted odds and ends. He's made F/A-18 Hornets, AV-8 Harriers, P-3 Orions, an assortment of biplanes and triplanes, the *Challenger* spacecraft and even the *Goodyear* blimp.

"I started it as a joke and tried making a P-3," Povick said. "I just branched out from there."

Povick's made his models while serving aboard ship and at shore in-



stallations around the world. Povick plans to retire from the Navy in about five years and is thinking of turning his hobby into a full-time business.

"I'll probably try it for a year, just to see if I can make a go of it," Povick

AM1 Stuart Povick holds two of his egg-shell aircraft.

said. Meanwhile, he continues to make his airplanes out of other people's throw-aways. ■

—Story by Mike Kolenick, Public Affairs Office, NAS Patuxent River, Md.

Bearings

'Underwater' runners complete half-marathon

Twenty-five crew members of the *Trident* submarine USS *Georgia* (SSBN 729) recently completed a half-marathon — underwater!

The submariners of *Georgia's* gold crew were looking for a unique way to improve on the traditional ways to help pass the time, such as card playing, movies and board games. So, through innovative planning and willingness to overcome obstacles that are found on a submarine, the crew came up with the marathon idea.

Besides the 25 men who completed the mini-marathon, 10 others finished a 10 kilometer run, which is equivalent to slightly more than six miles. Runners trained for the event by running around the second-level missile compartment. Eighteen laps around the compartment is equivalent to one mile and 236 laps were required to complete the half-marathon, which is 13.1 miles.

The track the runners used is actually a passageway where the missile tubes are located and only wide

enough for one runner at a time. When one runner wanted to pass another, the slower runner had to step between two missile tubes to allow him to pass.

In conjunction with the event, race participants received a total of \$1,060 in pledges, which were donated to charity. Additionally, the event will be recognized and included in a future edition of the *Guinness Book of World Records*. ■

—Story by Rick Leton, ComSubForPac

One-of-a-kind photographer

It's a photographer! No, it's a corpsman! Well, he may not be a Superman, but he is a photographer, and Hospital Corpsman 2nd Class Jeffrey Roth is the Navy's only one of his kind in Guam.

Roth attended a special seven-month school at the Naval School of Health Sciences at Bethesda, Md. "We learned color, black-and-white photography and portraits, in addition to public relations," Roth said. "We do everything from shooting, to developing, to printing."

Roth has been in the Navy almost nine years and has spent only his last year as a medical photographer assigned to the naval hospital in Guam.

He entered the medical photography field because he wanted a skill that he could use outside the Navy, something he could make a living at. "I was interested in photography and this way I could learn a skill and get paid for it," Roth said.

Roth's assignment means he does a lot of things besides take pictures. Since the billet is an independent one, he has the burden of doing



Photo by PH1 R. Mitchell

HM2 Roth shows that he really is a medical photographer.

everything relating to photography to support the hospital and commanding officer. In addition to docu-

mentary photography for various medical and legal purposes, Roth maintains a photo lab, tends to budgets and supplies, and shoots portraits, awards ceremonies and special events at the hospital. He's on-call 24 hours a day.

Much of Roth's work is used for training, such as the photographs taken of surgical procedures or autopsies. In addition, he is called upon for what he refers to as "medical-legals," or photographs of abuse victims that may be used in court.

Because his job is independent duty, Roth feels he is a more well-rounded worker, since he's responsible for all areas of his assignment and not just one specific area. "Here, I do everything," Roth said. "I get to know everyone really well and there is a lot of variety. But it is harder in a way because you have no place to hide if something goes wrong. I feel it makes you a lot better at what you do." ■

—Story by JO2 Katie Dean, ComNav-Marianas

Top recruiters reveal secrets to success

Recruiting is a job many Navy members prefer to avoid. "I have a billet open in recruiting—" might top the "Most Dreaded Words From a Detailer" list, if such a list was compiled.

And yet, recruiting new people into the Navy is essential.

Fortunately for the Navy, there are those who not only accept the challenge of recruiting duty, but excel at it.

The Enlisted Recruiter of the Year for 1987, Torpedoman's Mate 1st Class Trodd I. Prudhome, was described as a "recruiting superstar" by his commanding officer. Prudhome is assigned to Navy Recruiting District Houston. An eight-year Navy veteran, he earned a promotion to petty officer 1st class last year through the Freeman Plan, an incentive program for recruiters based on a

point system. He has earned a promotion from the CNO to chief petty officer for his selection as the Enlisted Recruiter of the Year, but must first complete three years' time in grade.

"I knew recruiting duty was supposed to be good for a person's career, but I never thought I could reach such heights," Prudhome said.

He credits his recruiting success to using techniques he learned at the enlisted recruiters' school, citing use of the telephone and follow-ups on referrals. But equally important was human relations. "I found if you are honest and sincere about helping the young people you meet, they'll trust you to help them make their career choices," Prudhome said.

The top Officer Recruiter for 1987, Lt.j.g. Jennifer R. Lovell, is assigned to NRD San Francisco. Responsible

for officer recruiting in northern California and western Nevada, Lovell built up a waiting list of applicants. Out of 48 selectees for officer programs, 46 were commissioned. Lovell also did well in recruiting minorities for the Navy.

"I feel that I have an advantage in that I speak fluent Spanish as well as English," explained Lovell, who was born in Central America. "When they look at me it makes them realize that they can make it also." She also attributed her success to teamwork with enlisted recruiters and education specialists at schools.

In addition to awards to individual recruiters, NRD New Orleans was named Navy Recruiting District of the Year. NRD Chicago was named "Big Six" District of the Year. ■

—Story by JOC Robin Barnette, All Hands.

Tour highlights missile launchers, ice cream

USS *Mount Whitney* (LCC 20), flagship for Commander, 2nd Fleet/Striking Fleet Atlantic, hosted 50 Portuguese orphans and underprivileged children during its port visit to Lisbon.

The children attend the Casa Pia de Lisboa school, a government-sponsored school with more than 3,000 students. About 700 of these children are permanent residents.

The kids were split up into groups and were given tours of the ship by Journalist 1st Class Al McGilvray, Lt. Cmdr. J.L. Holloway and Signalman 2nd Class Griff Hamilton. The tours included a visit to the main deck, demonstration of the gun mounts and missile launchers and a view from the pilot house.

When the tours were completed,



cake and ice cream were served on the mess decks. As the children departed *Mount Whitney* they were given white hats, candy bars, a photo of *Mount Whitney* and a specially

prepared welcome aboard pamphlet written in Portuguese. ■

—Story by Lt. Cmdr. J.L. Holloway, USS *Mount Whitney*

Bearings

Education program works for former dropout

Six years ago, Mark I. Field, now 23, was a high school dropout making his living as an ice cream vendor on Manhattan's city streets.

Today, Field is a student at the Community College of Rhode Island with a 3.6 grade point average, president of the Phi Theta Kappa honor society and a candidate for national president of that society, all thanks to the Navy's Enlisted Education Advancement Program.

Field, now a Storekeeper 2nd Class, joined the Navy in 1982 when he was just 17 years old. "I needed to get out of New York and get the ball

rolling in my life," he said.

"I had a lot of problems at first," Field recalled. "There I was, right out of the streets of New York and into all this regimentation. But I stuck it out and that was the beginning of my complete turnaround."

Field was impressed with the leadership qualities of Navy personnel, but he knew that his lack of education was going to be a barrier to overcome.

In 1985, Field reenlisted and received orders to a research submarine, and was with the crew that helped recover fragments of the

space shuttle *Challenger* from the floor of the Atlantic.

Field applied for and received approval to participate in the EEAP. The program allows active-duty Navy people to attend college full-time and receive full pay.

"I'll receive my degree in business management, which I will take right back to the Navy," Field said. "So I'm officially still in the Navy."

For more information on EEAP, consult CNETInst 1560.7A. ■

—Story by JO2(SW) Gary Ross, All Hands

Weekend tied in knots for Marines, scouts

Brian Oakleaf's forehead wrinkled in concentration as his tiny fingers patiently twisted the rope into a bowline knot.

Marine Sgt. Thomas Rogers, who had been encouraging Brian, nodded his approval and Brian smiled.

The two were part of Webelos Wood, a scouting excursion for Scouts and dads, at Rancho Las Flores at Camp Pendleton, Calif.

Unfortunately, Brian's dad was deployed at the time of the Webelos Wood. However, Lance Cpl. Mark Holmes, a CH-46 *Sea Knight* mechanic at Training Management Element 32, was filling in.

"He's sort of like a surrogate father," said Barbara Oakleaf, Brian's mother. "I was glad to hear that a Marine was willing to give up a weekend to assist my son. Since moms aren't allowed to go on these father/son outings, I was glad that Brian was afforded the opportunity to go."

"Our troop had a couple of boys who didn't have dads available to go,

so I asked the Marines in my unit to help out," said Gunnery Sgt. Jerry Smith, a scout leader and TME 32's senior monitor. "Marines have stepped in on numerous occasions to help the troop."

Holmes reached the Star Scout rank during his scouting career and was glad to assist. "Although I never reached Eagle scout within the required age limits, I felt by helping in this way, I could help a young man achieve another milestone in his scouting career," Holmes said.

The scouts enjoyed the weekend excursion, but to some the experience was also a step back in time. "I had to brush up on my knots," Holmes said. "I didn't realize how long it had been since I'd last done them."

"Throughout the traditional weekend of camping, knot-tying and archery skills, the boys enjoyed what they'd spent months preparing for," Smith said.

"There have been other boys in the group who were accompanied by



Lance Cpl. Holmes watches Brian Oakleaf demonstrate some of his knot-tying abilities.

surrogate fathers," Mrs. Oakleaf said, "but it was really nice to know that even though some fathers weren't available, the boys still got the chance to go." ■

—Story by Staff Sgt. Vicki Turney, MCAS Tustin, Calif.

Suggestion 'pays off' for Navy chief

Boiler Technician Chief Michael W. Wyman wants to be sure. "I want to be able to tell people that I know for a fact that their valve is going to work."

Wyman, leading chief of the valve shop aboard USS *Puget Sound* (AD 38), was referring to his latest invention, a steam reducer/regulator test rig. Wyman designed and built the test rig in the fall of 1986, a creation that saved *Puget Sound* \$18,000 in just its first year of use.

The concept behind the test rig is to check steam reducers and regulators after they are overhauled and

before they are replaced in ships. Prior to the use of Wyman's invention, approximately one of every four reducer and regulator valves was returned to the valve shop for more repairs after being overhauled and installed.

Now things are different. Since the implementation of the test rig, which stands three feet tall and weighs nearly 200 pounds, the valve shop boasts a 100 percent success rate.

"We used to hope for the best when we repaired other ships' valves," Wyman said. "Now with

the test rig, we are a lot more confident. Our goal is to make ships feel they've had the best valve overhaul they could possibly get."

Puget Sound's Commanding Officer, Capt. T.J. Colavito, presented Wyman with a check for \$1,259 for his money-saving idea. Additional awards are also possible. Wyman's suggestion has been approved for possible use by the fleet Navywide.

"Anything we can do to make our repairs more reliable pays off in the end," Wyman said. ■

—Story by JOSHUA T. PARKER, USS *Puget Sound*

Exercise more, diet less

Napoleon reportedly said, "An army marches on its stomach." But an Army, Navy, Air Force or Marine Corps isn't going to march, sail, fly or fight very well if that stomach gets too large.

Showing concern for the relation of weight and appearance to readiness and morale, Chief of Naval Operations Adm. Carlisle A.H. Trost has called for stricter enforcement of the Navy's weight standards. The military has always been weight-conscious, but the pressure on overweight people in uniform to shape up or ship (or march) out has recently intensified.

Does that mean a lot more people will be on diets? Navy dietician Lt. Denise Weber, who helps Navy people stay in fighting trim, hopes not.

"If someone is on a diet, he will eventually be off the diet," Weber said. "To be effective, changes in eating and exercise must be permanent and must reflect a change in outlook.

"Because I was once overweight, I

can really identify with the group I work with," Weber said.

Weber warns against quick-loss fad diets. "Unfortunately, I know of no magic foods that will help burn fat," Weber said. "Grapefruit tastes good, is low in calories and is high in vitamin C. However, it won't burn off the cheesecake."

Here are some tips on how you can lose weight effectively:

- Don't try to lose weight too fast. One to two pounds per week is realistic.

- Eat less, exercise more. "Diet alone is not nearly as effective as diet and exercise together," Weber said. Exercise and a moderate diet encourage your body to burn more fat and less muscle. If you rely on a low-calorie diet alone, you could be losing muscle mass. Endurance activities that don't require fast speeds are best. Jogging, brisk walking, racquet sports, swimming and aerobic dancing are good exercises.

- Eat a variety of foods. Choose fruits and vegetables, whole-grain

breads and cereals, lean meat and poultry without the skin, peas and cooked dry beans, and fish and low-fat dairy products more often. High on the list of items to choose less often are sweets, snack foods, cream and whole-milk products, fried foods, fats and alcohol.

- Control your alcohol intake. Beer contains 150 calories per 12-ounce can or bottle. Wine contains 100 to 160 calories per four-ounce serving, depending on sweetness. Hard liquor contains 80 to 100 calories per ounce, and mixed drinks have added calories from the mixers.

Finally, learn more about nutrition. Remember, May is Navy Health and Fitness Month, so a variety of nutritional information materials will be available from Navy dietitians, in commissaries and dining facilities, and in many civilian grocery stores. A paperback calorie-counter booklet is also a good investment. ■

—Story by Evelyn D. Harris, American Forces Information Service

Mail Buoy

Hitler's Moat

A civilian friend of mine with NATO in Lisbon, Portugal, sent me a copy of your excellent article, "Crossing Hitler's Moat," which appeared in the August 1987 *All Hands*.

In March 1945, I was a private with the 280th Combat Engineers Battalion, which built the approaches to a pontoon bridge built across the Rhine River near Wesel for the March 25th crossing. In our trucks we crossed the pontoon bridge that night while under constant and determined *Luftwaffe* attack. I was amazed at seeing the U.S. Navy barrage balloons guarding the banks of the Rhine to deter, with their cables, German dive bombers from knocking out the bridge by having a too-easy shot at the pontoon bridge. I was 18 at the time.

As a history major later at Colby College, Waterville, Maine, and a writer of business and professional management articles myself, I thought the article quite thorough and very interesting about an unusual World War II activity.

— Maurice F. Ronayne
Alexandria, Va.

Yes, MSOs have magtails

The article in your January 1988 issue "Avenger comes on line," was very good to see. However, it struck home one point: so many people in the Navy are unaware of the capabilities in the mine countermeasures community.

There was a paragraph that mentioned the limits of the oceangoing minesweepers — not being able to sweep for magnetic mines. Remembering my two-year tour in USS *Conquest* (MSO 488), where I served as the operations officer, assistant navigator and command duty officer inport, the days of preparing for the Mine Readiness Certification Inspection (somewhat comparable to steel-hulled OPPEs) always revolved around the minesweeping generators and their ability to pulse that large charge of electricity into the water.

Yes, there are "magtails" on MSOs, and the sailors that crew these old vessels are proud of all their minesweeping achievements. If nothing else, the more information that can be released to the Navy community at large, in an act of education on the mine warfare capabilities, the better off we would be.

All sailors who have done tours in any

mine countermeasures vessel are acutely aware of their responsibilities to educate people at their follow-on duty station. Your assistance in clearing this matter would be greatly appreciated. "Yes, Virginia, there really is a 'magtail' on an MSO," to use a paraphrased line.

— H. Bradley McCracken, QMC
Navy ROTC Unit, MIT

Reunions

• **VMF (N) U.S. Marine Corps Night Fighter Squadron, World War II**—Reunion April 11-14, 1988, San Diego. Contact R. Stub Haggas, 49 Cambridge Road, Whitesboro, N.Y. 13492; telephone (315) 768-7777.

• **USS Halford (DD 480)**—Reunion April 14-17, 1988, San Diego. Contact R.G. Williams, 7345 50th Ave, N.E., Seattle, Wash. 98115.

• **USS Slater (DE 766)**—Reunion April 21-24, 1988, Tampa, Fla. Contact C. Lewis, P.O. Box 246, Wrens, Ga. 30833.

• **Princess Anne High School NJROTC Unit**—Reunion April 23, 1988, Virginia Beach, Va. Contact the Naval Science Instructor at (804) 473-5000.

• **24th NCB, World War II**—Reunion April 29-May 1, 1988, Richmond, Va. Contact Ken Welch, Road 7, Box 392, Fulton, N.Y. 13069; telephone (315) 598-1910.

• **USS Trenton (CL 11)**—Reunion May 11-13, 1988, Milford, Iowa. Contact F.L. Morton, Route 3, Milford, Iowa 51351; telephone (712) 332-7292.

• **USS Long Island (CVE 1)**—Reunion May 20-22, 1988, Chicago. Contact Hayon Rees, Box 161, Ogden Dunes, Portage, Ind. 46368; telephone (219) 762-3582.

• **USS Franklin D. Roosevelt (CVA 42)**—Reunion May 20-22, 1988, Corpus Christi, Texas. Contact John P. Lyons, 4213 Harry St., Corpus Christi, Texas 78412; telephone (512) 992-7976.

• **LST 395 and Flotilla 5**—Reunion May 25-29, 1988, San Diego. Contact Frank A. Gaeta, 8956 Harness St., Apt. H7, Spring Valley, Calif. 92077; telephone (619) 461-5809.

• **USS Block Island (CVE 106)**—Reunion May 25-29, 1988. Contact USS *Block Island* Association, 2525 W. Armour Terrace, Minneapolis, Minn. 55418.

• **USS Ticonderoga (CV/CVA/CVS 14)**—Reunion May 25-29, 1988, Tampa, Fla. Contact Elton L. Whitney, 1012 8th Way, New Port Richey, Fla. 34652; (813) 847-3078.

• **USS Portland (CA 33)**—Reunion May 26-29, 1988. Contact USS *Portland*, P.O. Box 515191, Dallas, Texas 75251-5191; telephone (214) 341-7152.

• **USS Bernadou, USS Cole, USS Dallas, USS DuPont and USS Ellis**—Reunion May 27-29, 1988, Colorado Springs, Colo. Contact Harry W. Hughes, 18 Lansdowne Lane, Carmel, Ind. 46032.

• **VPB-52 "Black Cats"**—Reunion Apr. 29-May 1, 1988, Williamsburg, Va. Contact Saul Frishberg, 1021 Jeffrey Drive, Southampton, Pa. 18966; telephone (215) 457-6829.

• **USS Gearing (DD 710)**—Reunion May 1988. Contact Leo Dougherty, 26 Mobile Parkway, Newark, N.Y. 14513; telephone (315) 946-5897.

• **Yangtze River Patrol Association**—Reunion May 23-26, 1988, Seattle. Contact Roy Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; telephone (305) 878-3422.

• **USS LCI (L) 445**—Reunion May 27-29, 1988, San Francisco. Contact Bob Stover, Western Temporary Services, Inc., 301 Lennon Lane, Walnut Creek, Calif. 94598-9280; telephone (415) 930-5300.

• **USS Torrance (AKA 76)**—Reunion May 1988. Contact Thomas Britt Jr., 168 Cherokee Drive, Greenwood, S.C. 29646.

• **U.S. Asiatic Fleet (four-stacker) Destroyers**—Reunion June 23-26, 1988, Post Falls, Idaho. Contact Betty Holt 37 N. Turkey Trot Lane, Dadeville, Ala. 36853; telephone (204) 825-6995.

• **USS Intrepid (CVS 11)**—Reunion Aug. 13, 1988 on board *Intrepid*, New York. Contact Robert MacLachlan, 57 Schooleys Mt. Road, Long Valley, N.J. 07853; telephone (201) 876-9231.

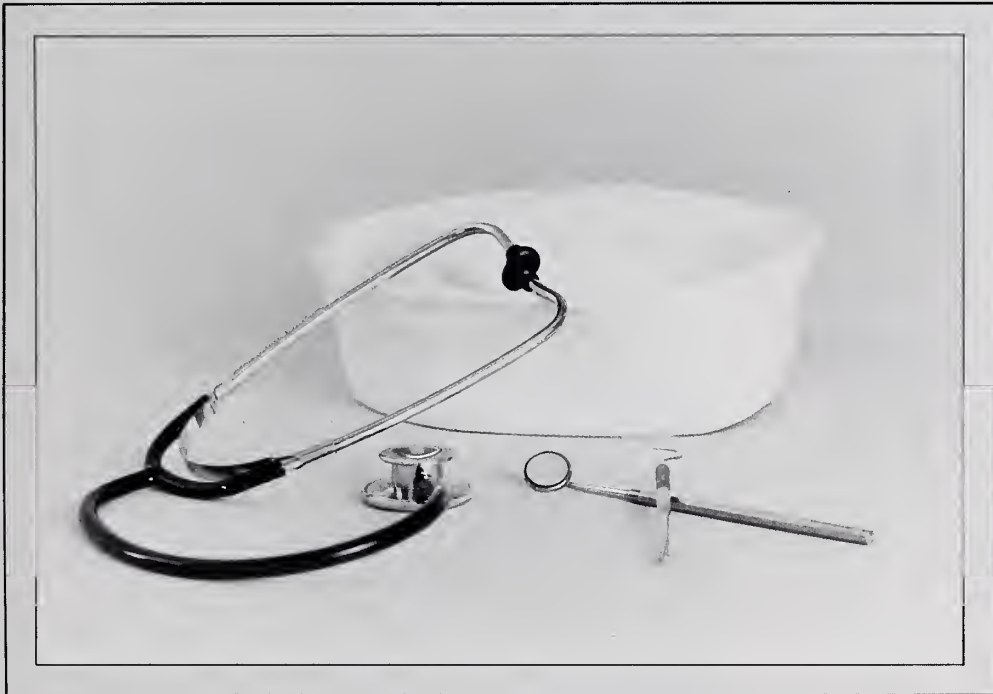
• **USS Gainard (DD 706)**—Reunion Aug. 24-28, 1988, Norfolk. Contact Grover Brewer Jr., 1359 Eagle Ave., Norfolk, Va. 23518.

• **USS Phelps (DD 360)**—Reunion Sept. 1, 1988, Chicago. Contact Harold Placette, 3336 Roanoke, Port Arthur, Texas 77642; telephone (409) 962-1348.

• **USS Wainwright (CG 28), Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

4

Navy Rights & Benefits



Medical and Dental Care

Medical and Dental Care

Two of the most important benefits the Navy provides sailors and their families are medical and dental care. Through the Uniformed Services Health Benefits Program, active-duty members, retirees and their families receive quality care that they otherwise could not enjoy except at great cost. Naval hospitals and clinics, as well as other military treatment facilities, provide most of this care. In other situations, the Navy arranges for care through civilian providers. This article reviews the health care programs available.

Health benefits advisor

Almost every medical treatment facility has a health benefits advisor. These advisors are there to provide information and guidance on your health care benefits and how to obtain the care you need.

Health benefits advisors have access to information concerning all aspects of your health care benefits. They can help you apply for benefits under the Civilian Health and Medical Program of the Uniformed Services. However, health benefits advisors aren't responsible for CHAMPUS policies and procedures and have no authority to make benefit determinations, or to obligate government funds. They are there to provide information and assistance to you. For a handy reference, ask your health benefits advisor for the new booklet, *Your Navy/Marine Corps medical benefits*.

Active-duty members receive the major portion of their health care through Uniformed Services Medical Treatment Facilities that are operated by the Navy, Army and Air Force. They may also utilize the services of 10 former U.S. Public Health Service facilities that are designated as Uniformed Services Treatment Facilities (see Table 1 for names, addresses and telephone numbers), as well as two hospitals still operated by the U.S. Coast Guard. Entry into the system is usually through sick call, by ap-

pointment to a general medical clinic, or through the emergency room (in the event of a serious injury or life-threatening illness).

Under the Non-Naval Medical and Dental Care Program, active-duty, active-duty-for-training and inactive-duty-for-training members may receive emergency and pre-authorized care from civilian sources. All claims for care are processed by an

Civilian claims

Active duty Navy, Marine Corps, Army and Air Force members who obtain emergency medical or dental care from a civilian provider in the 50 United States, the District of Columbia, Puerto Rico and the U.S. Virgin Islands can process their claims through:

Commanding Officer
Naval Medical Clinic
Box 121
Pearl Harbor, Hawaii 96860
Telephone: (C) (808) 471-9541

Office of Medical Affairs or Office of Dental Affairs. Table 2 lists OMAs and ODAs, and the states they serve.

Because the government is responsible for all medically necessary care for each member performing active-duty and inactive-duty training, there is little need to expand upon the benefits that may be rendered. However, if a person receives care

under the Non-Naval Medical and Dental Care Program and payment is denied, an appeal process is built into the system. If a claim is denied by an OMA or ODA, the party denied payment may appeal the decision through the OMA or ODA. If the denial is upheld, the party may appeal to the regional medical command, and then to Commander, Naval Medical Command (MedCom-333), Washington, D.C. 20372-5120.

Dependent Care — If eligibility as a dependent is established, the Uniformed Services Health Benefits Program provides for medical and dental treatment worldwide on a space-available basis at all uniformed services medical treatment facilities, on an as-needed basis at designated uniformed services treatment facilities, or through CHAMPUS.

CHAMPUS (Basic Program)

CHAMPUS is a cost-sharing program designed to supplement medical treatment facilities when care is not available through a USMTF or from a USTF, or when eligible beneficiaries live too far from such a facility to get the care they need.

CHAMPUS pays only for medically necessary care and services that are provided at an appropriate level of care. Claims for services that don't meet this definition may be denied. That is why it is important to check with your health benefits advisor before seeking non-emer-

Medical and Dental Care

Table 1. Uniformed Services Treatment Facilities

The following former U.S. Public Health Service facilities operate as "designated USTFs" for the purpose of rendering medical and dental care to active-duty members and all CHAMPUS-eligible individuals.

(1) Sisters of Charity of the Incarnate Word Health Care System, 6400 Lawndale, Houston, Texas 77058 (713) 928-2931 operates the following facilities:

- (a) St. John Hospital, 2050 Space Park Dr., Nassau Bay, Texas 77058, telephone (713) 333-5503. Inpatient and outpatient services.
- (b) St. Mary's Hospital Outpatient Clinic, 404 St. Mary's Boulevard, Galveston, Texas 77550, telephone (409) 763-5301. Outpatient services only.
- (c) St. Joseph Hospital Ambulatory Care Center, 1919 La Branch, Houston, Texas 77002, telephone (713) 757-1000. Outpatient services only.
- (d) St. Mary's Hospital Ambulatory Care Center, 3600 Gates Boulevard, Port Arthur, Texas 77640 (409) 985-7431. Outpatient services only.

(2) Inpatient and Outpatient Services

- (a) Wyman Park Health System, Inc., 3100 Wyman Park Drive, Baltimore, Md. 21211, telephone (301) 338-3693.
- (b) Alston-Brighton Aid and Health Group, Inc., Brighton Marine Public Health Center, 77 Warren St., Boston, Mass. 02135, telephone (617) 782-3400.
- (c) Bayley Seton Hospital, Bay Street and Vanderbilt Ave., Staten Island, N.Y. 10304, telephone (718) 390-5547 or 6007.
- (d) Pacific Medical Center, 1200 12th Ave. South, Seattle, Wash. 98144, telephone (206) 326-4100.

(3) Outpatient Services Only

- (a) Coastal Health Service, 331 Veranda St., Portland, Maine 04103 (207) 774-5805.
- (b) Lutheran Medical Center, Downtown Health Care Services, 1313 Superior Ave., Cleveland, Ohio 44113, telephone (216) 363-2065.

gency care in the civilian community.

Each year on Oct. 1, CHAMPUS establishes an allowable charge for every service and supply that a civilian source provides. Using this charge, CHAMPUS will pay the lower of either:

1. the actual billed amount, or
2. the allowable charge for the service, in a given state.

Eligibility under CHAMPUS —

The active-duty member is never entitled to CHAMPUS benefits. Those covered are:

- Husbands, wives and unmarried children of active-duty service members.

- Retirees, their husbands or wives and unmarried children.

- Unremarried husbands and wives and unmarried children of service members who died on active duty.

- Husbands, wives and unmarried children of reservists who are ordered to active duty for more than 30 days. They are only covered during the reservist's tour.

- An unremarried former spouse of a member or former member who does not have medical coverage under an employer-sponsored health plan, and who:

- On the date of the final decree of divorce, dissolution, or annulment, had been married to the member or former member at least 20 years, during which period the member or former member performed at least 20 years of service creditable in determining that member's or former member's eligibility for retired pay, or equivalent pay.

- Had been married to the member or former member at least 20 years, at least 15 of which were during the period the member or

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former member performed service creditable in determining the person's eligibility for retired or retainer pay, or equivalent pay. The former spouse's sponsor must have performed at least 20 years of service creditable in determining the sponsor's eligibility for retired or retainer pay, or equivalent pay.

Eligibility for such former spouses continues until remarriage if the final decree of divorce, dissolution or annulment occurred before April 1, 1985. Eligibility terminates either: two years from the date of the final decree of divorce, dissolution or annulment; or April 1, 1988, for such former spouses whose final decree on or after April 1, 1985, whichever is later. Contact your health benefits advisor for more details.

To use CHAMPUS benefits, you must have an ID card issued by the uniformed services. The card says on the back if you are covered by CHAMPUS. Children under 10 can use either parent's ID card.

If you are eligible for Medicare (Part A) and are a retiree, survivor or family member of a retiree, you are not eligible for CHAMPUS. Remember, even if you are not eligible for Medicare on your own, you may be eligible through your husband, wife or parent. If so, you are not covered by CHAMPUS.

DEERS — You must be enrolled in the Defense Enrollment Eligibility Reporting System in order to receive non-emergency care in service hospitals or to have claims for civilian health care processed by CHAMPUS. Both active-duty and retired military sponsors, and all family members, must be entered in the DEERS network. If you're not signed up with DEERS, contact the nearest military personnel office and find out how to do so.

Table 2. Offices of Medical Affairs and Offices of Dental Affairs

1. For the 48 contiguous United States, the District of Columbia, and Alaska, six regions have been given the responsibility for medical cognizance of the sick and injured, claims processing and adjudication of preauthorized non-naval care, and before or after-the-fact approval or disapproval of requests for non-emergency medical, dental, or maternity care within their areas of responsibility. The areas and the OMA and ODA serving the areas are:

a. **Northeast Region.** The states of Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin are served by 1 ODA, 1 OMA:

(1) Responsibility for dental matters for all states in the Northeast Region is vested in:

Commander
Naval Medical Command, Northeast Region
Office of Dental Affairs
Naval Hospital
Great Lakes, Ill. 60088-5400
Telephone: (A) 792-3842 (C) (312)688-3942

(2) Responsibility for medical matters for all states in the Northeast Region is vested in:

Commander
Naval Medical Command, Northeast Region
Office of Medical Affairs
Naval Hospital
Great Lakes, Ill. 60088-5400
Telephone: (A) 792-3950 (C) (312) 688-3950

b. **National Capital Region.** For the states of Maryland and West Virginia; the Virginia counties of Arlington, Fairfax, Loudoun, and Prince William; the Virginia cities of Alexandria, Falls Church, and Fairfax; and the District of Columbia, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, National Capital Region
Office of Medical Affairs
Bethesda, Md. 20814-5000
Telephone: (A) 295-5322 (C) (301) 295-5322

c. **Mid-Atlantic Region.** For the states of North Carolina, South Carolina, and all areas of Virginia south and west of Prince William and Loudoun counties, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, Mid-Atlantic Region
6500 Hampton Boulevard
Norfolk, Va. 23502-1297
Telephone: (A) 565-1074/1075 (C) (804) 445-1074/1075

Medical and Dental Care

Table 2. (continued) Offices of Medical Affairs and Offices of Dental Affairs

d. **Southeast Region.** For the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas, medical and dental responsibilities are vested in:

Commanding Officer
Naval Medical Clinic
Code OMA
New Orleans, La. 70142-5300
Telephone: (A) 485-2406 (C) (504) 361-2406

e. **Southwest Region.** For the states of Arizona, Nevada, and New Mexico, the California counties of Kern, San Bernardino, San Luis Obispo, Santa Barbara, and all other counties of California south of those, medical and dental responsibilities are vested in:

Commander
Naval Medical Command, Southwest Region
Office of Medical Affairs
San Diego, Calif. 92134-7000
Telephone: (A) 987-2611 (C) (619) 233-2611

f. **Northwest Region.** The states of Alaska, Colorado, Idaho, Kansas, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof are served by 1 ODA and 2 OMAs:

(1) Responsibility for dental matters for all states in the Northwest Region is vested in:

Commander
Naval Medical Command, Northwest Region
Office of Dental Affairs
Oakland, Calif. 94627-5025
Telephone: (A) 855-6200 (C) (415) 633-6200

(2) For the states of Colorado, Kansas, and Utah, and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof, medical responsibilities are vested in:

Commander
Naval Medical Command, Northwest Region
Oakland, Calif. 94627-5025
Attn: Office of Medical Affairs
Telephone: (A) 855-5705 (C) (415) 633-5705

(3) For the states of Alaska, Idaho, Montana, Nebraska, North Dakota, Oregon, South Dakota, Washington, and Wyoming, medical responsibilities are vested in:

Commanding Officer
Naval Medical Clinic
Naval Station
Seattle, Wash. 98115-5004
Attn: Office of Medical Affairs
Telephone: (A) 941-3823 (C) (206) 526-3823

Participating provider — Not every civilian source of health care participates in CHAMPUS. "Participate" means that a provider of care submits a claim for you directly to the CHAMPUS contractor on CHAMPUS claim forms. These forms contain a statement to the effect that the provider agrees to accept as full payment the allowable charge as determined by CHAMPUS. Other than your cost-share obligations and deductible (for outpatient care), a participating provider can't collect any additional amount from either the government or you.

When a provider does not "participate" and charges are in excess of those determined by CHAMPUS to be allowable, you are liable not only for your share of the allowable charge, but also any amount in excess. Participation is voluntary — a civilian source of care is not bound to accept every CHAMPUS beneficiary. Before you receive any care, make sure the provider participates in CHAMPUS. Providers may agree to participate on a claim-by-claim basis. While unable to refer you to a specific source of care, your health benefits advisor can provide you with a list of local physicians who have participated in the CHAMPUS program.

CHAMPUS outpatient cost-sharing

If you are on active duty and your dependent receives outpatient care, you pay the first \$50 each fiscal year (a maximum deductible of \$100 if two or more dependents are receiving benefits) plus 20 percent of the CHAMPUS-determined allowable charge. For other beneficiaries (re-

Medical and Dental Care

tirees, their dependents, etc.), CHAMPUS pays 75 percent of the allowable charge after the same deductible has been met. If services and supplies are not covered by CHAMPUS, the charges for these are paid by the beneficiary directly to the provider.

Non-availability statements

If you live within the "catchment area" of a military medical treatment facility (determined by the zip code of your place of residence), you must seek non-emergency inpatient care from that medical facility before receiving care in the civilian community. If the military medical facility can't provide the care you require, the health benefits advisor will issue you a non-availability statement to send with your CHAMPUS claim. This is very important because the CHAMPUS contractor will deny your claim without this statement. Please be sure to see your health benefits advisor prior to receiving non-emergency inpatient care from a civilian provider if you live within the zip code catchment area of a military medical treatment facility.

CHAMPUS inpatient cost-sharing

Dependents of active-duty service members pay \$7.85 a day or \$25 for the entire hospital stay, whichever is greater. The daily rate may change each year.

When there are less than 60 days between successive admissions, CHAMPUS considers it as one confinement in computing charges, with two exceptions:

- Successive inpatient admis-

sions related to a single maternity episode are counted as one confinement, regardless of the number of days that elapse between admissions.

- A maternity admission and an admission related to an injury are considered separate admissions and cost-shared accordingly.

CHAMPUS maternity cost-sharing

A maternity care episode starts when a woman becomes pregnant and continues through the end of the 42nd day following the termination of the pregnancy. Special maternity care cost-sharing provisions cover this period of time only. Thereafter, regular cost-sharing rules apply.

When an expectant mother plans to have her baby at a civilian hospital or similar facility, CHAMPUS will generally share the cost on an inpatient basis. If she resides within the zip code catchment area of a uniformed services medical treatment facility or uniformed services treatment facility, a non-availability statement must first be obtained for claims to be paid. If an expectant mother intends to have a home delivery, the entire maternity episode is cost-shared on an outpatient basis, including any inpatient admissions which may occur in connection with the pregnancy. The key to how the episode is cost-shared by CHAMPUS is based upon the intent of the delivery site. Expectant mothers are encouraged to obtain a non-availability statement as soon as their pregnancy is established if they live within the zip code catchment area of one of the prescribed military medical treatment facilities. Obtaining this statement will protect the expectant

mother from the charges connected with unforeseen inpatient care in a civilian hospital.

CHAMPUS pre-authorization

Before CHAMPUS will share the cost of certain services and supplies, prior approval from CHAMPUS must be obtained in writing before the care is received. This pre-authorization protects you financially in those areas of CHAMPUS with program limitations.

All benefits under the Program for the Handicapped require pre-authorization.

Adjunctive dental care, hospitalization for a medical or surgical condition in excess of 90 days, and inpatient mental health services in excess of 60 days require pre-authorization.

For all pre-authorization, except dental care, send applications to Benefit Authorization Branch, OCHAMPUS, Aurora, Colo. 80045-6900.

CHAMPUS double coverage

Double coverage occurs when beneficiaries have any other coverage from health insurance or a health plan which they are entitled to by law, such as a worker's compensation or employer-sponsored plan, group coverage or privately purchased insurance.

Public Law 97-377 requires that if there is any other duplicate coverage, the other plan must pay first. Exceptions to this are maternal and child health programs, Indian health programs, CHAMPUS-specific supplemental plans and financial supplemental plans.

When the dependent of an active-duty member is entitled to Medi-

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care, that program's benefits must be used before CHAMPUS payment can be considered.

CHAMPUS benefits are not available for services or supplies provided by employers in connection with work-related illness or injury. In such cases, you must apply for benefits under applicable worker's compensation laws. When worker's compensation is involved, CHAMPUS will consider benefits for payment only after other benefits available are exhausted. Documentation must show this is the case and there is no option to waive other benefits in favor of CHAMPUS.

Many military-oriented groups offer supplemental insurance that pays the deductible and the patient's cost-share (based on CHAMPUS allowable charges). Your health benefits advisor can provide further information.

CHAMPUS basic program benefits

In many aspects, the CHAMPUS basic program is similar to private medical insurance. It covers medically necessary inpatient and outpatient services, durable medical equipment, medical supplies, prescription drugs and mental health services. Benefits fall into three categories:

- Institutional benefits — services and supplies provided by hospitals or skilled nursing, residential treatment and certain special treatment facilities.

- Professional benefits — services rendered by physicians, dentists, clinical psychologists, podiatrists, certified nurses, midwives and other CHAMPUS authorized providers.

- Other benefits — ambulance services, prescription drugs, medical supplies and durable medical equipment such as wheelchairs, etc.

Program for the handicapped

The second part of CHAMPUS is a special program to assist active-duty members with handicapped dependents who can't obtain state-funded services because they don't meet residency requirements. Only the seriously physically handicapped or moderately to severely retarded qualify for assistance. Dependents of active-duty members and those receiving care in the program at the time of a sponsor's death are eligible only if the sponsor was receiving hostile-fire pay at the time of death and the dependent was enrolled.

Before an individual receives benefits, he or she must meet certain general criteria. The condition must be expected to last for at least 12 months. Because of the condition, the impaired individual can't engage in activities of daily living expected of individuals in the same age group.

CHAMPUS then determines whether the situation warrants participation in the Program for the Handicapped.

Benefits include diagnostic services, rehabilitation, training, special education, institutional care, durable medical equipment, certain transportation costs to and from the places of treatment and hearing aids in certain cases. Benefits don't include payment for custodial care, dental care or alterations to living spaces or motor vehicles.

Under the Program for the Handicapped, the beneficiary pays a portion of the costs of each month's care according to a sliding scale (ranges from \$25 to \$250) based on paygrade.

CHAMPUS then pays its share up to a maximum of \$1,000 per month for the first family member. The sponsor pays any additional amount. If additional family members are placed into the program, the cost share for the family remains as if only one family member were in the program.

Filing a CHAMPUS claim

The two basic categories for submitting claims under the basic program are institutional and non-institutional. Non-institutional claims (care from civilian providers such as physicians, pharmacies or ambulance companies) account for about 70 percent of all claims.

Because of errors, CHAMPUS returns three out of every 10 claims. This slows payment to you and to the providers submitting claims. CHAMPUS personnel can't fill in items that are omitted; they must mail the claim back for completion if they are unable to complete the form by phone.

CHAMPUS forms

For claims involving services or supplies provided by civilian hospitals or institutions in the United States, the form UB-82 is used. Non-institutional services or supplies can be claimed on CHAMPUS Form 500 for outpatient care.

For CHAMPUS Form 500, fill out the "Patient/Sponsor" section, items 1 through 18, and be sure to sign the form.

Block 14 of the CHAMPUS Form 500 requires other insurance information. CHAMPUS-specific supplemental insurance should be entered in this block, but has no impact on

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your CHAMPUS coverage. Indicate "yes" and fill out the remaining portion of the block. Be sure to indicate in the "Type of Coverage" Section 14a, "other" and write in "CHAMPUS Supplemental" in 14d.

Block 18 of the CHAMPUS Form 500 requires a signature. For dependents 17 years of age or less, the sponsor or other responsible family member can sign. All patients 18 years of age or older, unless incapacitated, must sign the form. The signature block information is a major cause of rejection for CHAMPUS claims. A common error is made when the sponsor signs for his/her spouse.

If you received care from a participating provider, the provider completes and sends the form to the CHAMPUS contractor who handles claims for that area. If you use a non-participating provider, the government sends its share of the charge directly to you after you submit a claim. Payment of the entire cost then becomes your responsibility.

When a non-participating provider is involved, fill out Section I, attach legible copies of itemized paid or unpaid bills or itemized receipts to the form, and mail to the contractor serving the area where care is rendered.

Identify, by name and dosage, drugs and injections dispensed or administered by providers. Bills or receipts for prescription drugs must show the name and address of pharmacy, prescription numbers, dates prescriptions were filled, drug name, dosage, strength, name of patient, amount charged, name and address of prescribing physician and the diagnosis.

After you meet your annual outpatient deductible, CHAMPUS will indicate the deductible amount on the

Explanation of Benefits form that is sent to the beneficiary. If a beneficiary receives care in different areas of the country, causing claims to be paid by two different contractors, it is advisable to send a copy of the Explanation of Benefits to the other contractor to show the deductible has been paid. This will avoid the payment of two deductibles.

Submit all claims to the appropriate CHAMPUS contractor no later than Dec. 31 of the calendar year immediately following the calendar year in which care was received. For example, a claim during calendar year 1987 must be filed no later than Dec. 31, 1988.

CHAMPUS appeals and hearings procedures

You and certain providers of care are entitled to appeal CHAMPUS claim decisions. This administrative process doesn't replace a beneficiary's right to initiate legal action. However, a court rarely agrees to consider such a case until all other remedies have been exhausted.

Your health benefits advisor has details on how to appeal a CHAMPUS claim decision.

Dependent dental plan

Dependents of active-duty service members can receive basic diagnostic and preventive dental services for a small monthly deduction from the military person's pay under the Dependents Dental Plan. The dental services are provided by participating civilian dentists.

The deductions are \$3.93 per month if one dependent is enrolled, and \$7.86 per month if two or more dependents are enrolled in the program. The monthly deductions are

low because the government covers the majority of the cost.

In addition to basic services covered by the plan, certain restorative services can be obtained with 80 percent coverage — the military member pays only 20 percent of the cost. Such services include fillings, repairs to dentures, and stainless steel or plastic crowns for baby teeth. Services not covered by the plan must be paid in full by the military member.

Your health benefits advisor can answer questions concerning these dental benefits.

CHAMPVA — Through the Civilian Health and Medical Program of the Veterans Administration — the VA shares the medical bills of families and survivors of certain veterans. Once a person's eligibility is decided by the VA, benefits are cost-shared the same way that CHAMPUS covers families of retirees.

CHAMPVA policies are not determined by CHAMPUS. CHAMPUS only processes claims for CHAMPVA.

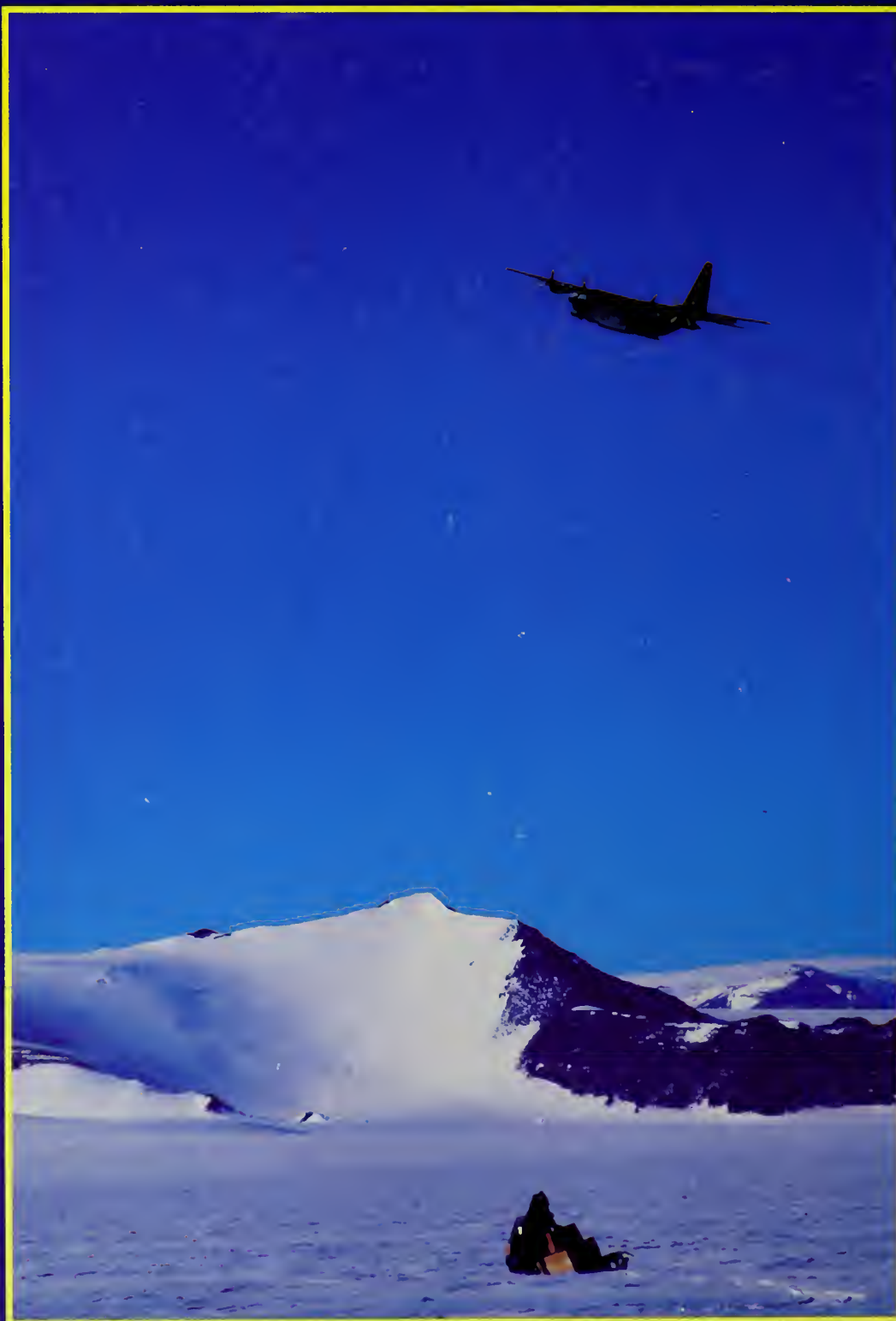
For more information on CHAMPVA, contact your local health benefits advisor or VA office.

Supplemental insurance

Retirees and active-duty families who reside a distance from a uniformed services medical treatment facility or uniformed services treatment facility should certainly consider buying supplemental insurance. The beneficiary's share of medical bills can be financially devastating, especially if a family is living on a fixed income. The health benefits advisor has a list of supplemental insurance carriers that is available upon request. □



Like portly gentlemen discussing the events of the day, two Emperor penguins meet on Antarctica's Ross Ice Shelf. Photo by PH3 Patrick Gilliland.



Flying antarctic skies • Page 18

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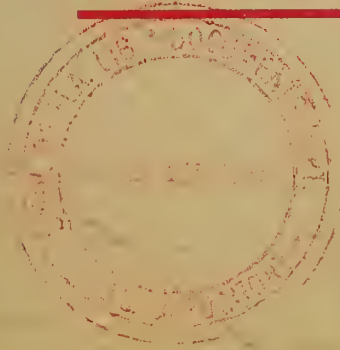
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ALL HANDS

MAGAZINE OF THE U.S. NAVY

MAY 1988



- Duty in San Diego
- Suicide prevention

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AN Ann Womack-Poole, assigned to Helicopter Anti-Submarine Squadron 10 at NAS North Island, Calif., checks the rotor blades of an SH-3 *Sea King* helicopter. Photo by PH2 Judith Wilkinson.



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William L. Ball III

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Adm. Carlisle A.H. Trost

Chief of Information
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ALL HANDS

MAGAZINE OF THE U.S. NAVY
MAY 1988 — NUMBER 854
65th YEAR OF PUBLICATION



Photo by PH1 Chuck Mussi

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Front Cover: The sailing ship *Star of India*, provides a striking backdrop to traffic along San Diego's Harbor Drive. See story Page 18. Photo by PH1 Harold Gerwien.

Back Cover: Visitors marvel over an elaborate entry in the sand castle competition held at San Diego's Pacific Beach. See story Page 18. Photo by PH1 Harold Gerwien.

Navy Currents

'Navy World Today'

Navy people overseas and at sea began hearing Navy news daily when a new radio show called "Navy World Today" went on the air recently.

"Navy World Today" is a five-minute show produced Monday through Friday by the Navy Broadcasting Service in its Anacostia Studio in Washington, D.C. It's sent by satellite to NBS detachments and by shortwave via armed forces radio and television to ships operating around the world.

"We want to hear what's going on in the Navy from sailors who are on the scene," said Journalist Chief Eric Erickson, the show's news director. "All people have to do is pick up the phone and call us with news items. Through radio, we can get the news to the fleet faster than any other means."

"Navy World Today" has a special 24-hour phone line for filing audio reports: (202) 433-5778 or Autovon 288-5778. From 7 a.m. to 6 p.m. (EST), you can call the "Navy World Today" staff at (202) 433-5844 or Autovon 288-5844.□

Fitness manual

Now command fitness coordinators have a reliable tool to help them whip their commands into shape. The Navy's new Command Fitness Coordinators Training Manual is in stock at the Navy Publications and Forms Center in Philadelphia.

Naval Military Personnel Command's health and physical readiness division compiled the information on physical readiness, exercise, injury prevention, nutrition, weight control, fitness testing, body composition, risk factors and health appraisal.

The manual, stock number 0500-LP-277-8450, can be ordered from: Navy Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa., 19120.

The manual also prepares command fitness coordinators for American College of Sports Medicine certification as Navy exercise leaders. Currently, a command fitness coordinator should be an E-5 or above who has current CPR certification, meets body fat standards, has

passed the most recent physical readiness test and is recommended by his or her commanding officer.

For more information, call the NMPC health and physical readiness division at Autovon 224-5742 or (202) 694-5742.□

Aviation Cadets return

Once a steady source of aviators, the Naval Aviation Cadet program was withdrawn in 1966 when the Navy was able to recruit enough pilots through other sources. This year, 69 men and women will be winged under the reborn NavCad program.

Recently Adm. James B. Busey, the Navy's senior NavCad and Commander in Chief U.S. Naval Forces Europe and Commander in Chief Allied Forces, Southern Europe, placed the golden wings of a naval aviator on the chests of Ens. Ralph Burile of Helicopter Training Squadron 8 and Ens. Randall Nash of HT 18 at Naval Air Station Whiting Field, Fla. Burile and Nash are the first "new" NavCads to receive their wings.

NavCads are previously enlisted Navy men and women, or civilians, who have two years of college.

The NavCad program was revived in 1986 as a result of decreasing pilot retention. NavCads complete 14 weeks of aviation officer candidate training and go on to primary and specialized training. They are commissioned as ensigns on the day of their winging. Contact your career counselor for more information.□

CNO passes budget word

Enough people to man the Navy, fair pay and benefits for those serving in the Navy and total force readiness were at the top of Chief of Naval Operations Adm. Carlisle A.H. Trost's list as he testified before Congress on the FY89 Navy budget request.

The CNO told the fleet in NavOp 021/88 to keep in mind that, despite the publicity about budget cutting, "Nothing has changed in the real world. Today, whenever there is a requirement for U.S.

military power on station, our Navy gets the call."

Trost said no one has forgotten the global threat and that although international strategic times could get difficult, he feels the nation's investment in a strong Navy will be protected. The Navy's all-around capability "is light-years ahead of where we were," he said. "Our goal is a 600-ship Navy. We are combat-ready and we're going to stay that way."

He praised the "selfless dedication to service and strength of character" that enables Navy people to face long deployments and stressful duty. He said his top budgetary priority would be programs for Navy people such as adequate enlisted and officer end-strength, fair pay and benefits, judiciously applied selective reenlistment bonuses, sufficient permanent change of station funds and aggressive recruiting.□

Lone-Star ports

Within three years, the sites where shovels of dirt were turned recently will be home for seven Navy ships.

Then-Secretary of the Navy James H. Webb Jr. and Chief of Naval Operations Carlisle A.H. Trost were joined by local dignitaries as they broke ground for a new home port at Ingleside, Texas near Corpus Christi. The battleship USS *Wisconsin* (BB 64) and training carrier USS *Lexington* (AVT 16) will be homeported there when the facility is completed in 1991.

The 45-year-old carrier provided the backdrop for the ground-breaking ceremony. *Lexington* pulled into Corpus Christi for the first time in 25 years with loudspeakers blaring "The Yellow Rose of Texas." More than 5,600 Navy men and women will be stationed at Ingleside when the facility is complete. About 3,500 private-sector jobs are expected to result from the homeporting.

Later, the focus moved up the Gulf Coast to Galveston, the future home of two frigates, two minesweepers and a coastal patrol ship. There, USS *Antrim* (FFG 20) was the ceremonial backdrop.

Seven hundred Navy people will serve at the completed Galveston port, creating another 700 private-sector jobs.□

Ball sworn in as SecNav

William L. Ball III was formally sworn into office March 30 as the 67th Secretary of the Navy in a ceremony attended by President Ronald Reagan at the old Executive Office Building in Washington, D.C.

White House Chief of Staff Howard H. Baker Jr., administered the oath of office to Ball. The new SecNav told those gathered that he had just visited USS *Coral Sea* (CV 43) returning from a six-month deployment to the Mediterranean Sea and found sailors renewed by the spirit and dedication brought to the Navy by President Reagan.

The group applauded when Ball told President Reagan, "As befits a ship that so reflects the accomplishments of this President in office, the nickname given to the *Coral Sea* is the 'Ageless Warrior.'"

The President announced his intention to nominate Ball for Secretary of the Navy on Feb. 23. Ball was confirmed by unanimous Senate vote March 23.

Ball had served as assistant to the President for legislative affairs, the chief of White House liaison with Congress, for the past two years.

A native of Belton, S.C., Ball attended public schools in Spartanburg, S.C., before enrolling at the Georgia Institute of Technology. Following graduation in 1969, he was commissioned as a regular Navy officer. He served three years aboard USS *Sellers* (DDG 11) followed by three years at the Navy Department in Washington.

In 1975, Ball was released from active duty and began service on the senate staff in the office of Senator Herman Talmadge of Georgia. From 1975 to 1976, he served as legislative assistant for national security affairs to Senator John Tower of Texas and later served as a professional staff member on the Senate armed services committee.

In 1978, Ball was appointed administrative assistant and staff director for Senator Talmadge, chairman of the Senate agriculture committee. In 1981, Ball became chief clerk to the Senate armed services committee and later served for three and a half years as Tower's administrative assistant.□

Iowa strong man

Story and photos by PH2(SW) Robert Sabo

Some people on board USS *Iowa* (BB 61) may call Seaman Scott Johnson a "deck ape" — but never to his face.

Johnson is a 6-foot-2-inch, 230-pound body builder.

One of *Iowa's* crash and salvage proximity suitmen, Johnson is responsible for rescuing helicopter pilots in distress. Wearing a silver suit that deflects high-intensity heat, men like Johnson, referred to as "hot suitmen," may have to brave fire to pull people out of a downed helo.

"I was picked to be a hot suitman mainly because of my size," said Johnson, who hails from Mason City, Iowa. "It takes a big man to carry people from a helo crash."

Johnson wasn't naturally muscular — he's had to work at it. Body building became an obsession with him in 1982, when, as a high school sophomore, he and some friends went to see the *Mr. Iowa* body building contest, held annually in Des Moines. Johnson was so impressed with the program that he decided then and there to become a body builder, with the goal of one day claiming the title of *Mr. Iowa*. He's been pursuing that goal ever since.

When he enlisted in the Navy, Johnson requested duty on board *Iowa*, the ship his father served on during the Korean War.

Johnson spends nearly two hours each night working out in *Iowa's* weight room. His specialty is powerlifting. But Johnson admits that he is not the strongest man on board the ship. He said that he doesn't lift for the strength. "I lift for the look — I'm a body builder."

Seaman Robert Shunk, a close friend of Johnson, noted that John-

son is both a lifter and trainer. "If he sees someone doing an exercise wrong, he'll help out," said Shunk.

"He's a trainer of champions," quipped Seaman David Fulmer, Johnson's weight lifting partner. Fulmer credits Johnson with helping



SN Scott Johnson

him get into weight lifting. "I never lifted a weight before I met Scott," Fulmer said. He added that training with Johnson helped him pass the vigorous physical tests needed to become explosive ordnance-qualified.

According to Shunk, Johnson is also a big eater. "One time Scott and I went over to a friend's house for Thanksgiving dinner," said Shunk, "and Scott ate six times. He would have eaten more but he didn't want to be rude!" Johnson admits to a big appetite. "When I eat," he said, "I like to eat a lot."

So far, hot suitmen haven't been needed on *Iowa*, but Johnson and his

partner, Boatswain's Mate Seaman Bob Cartwright, are prepared. With training received at the firefighting school in Norfolk, Johnson and Cartwright are aware of the hazards and know the proper methods for getting personnel out of a crashed helo. "We would get in whichever way we could," Johnson said confidently, "and my partner and I would grab people and bring them out."

Although Johnson hopes his physical prowess and expertise as a hot suitman will never be needed, he *has* used his strength to save a life before. Once, while at home, Johnson went to the aid of a next-door neighbor who was pinned beneath a car he was working on when it slipped from its jackstand. Seeing what happened, Johnson immediately phoned for an ambulance. Then, racing to his neighbor's aid, Johnson lifted the car from the injured man and placed it back on the jackstand!

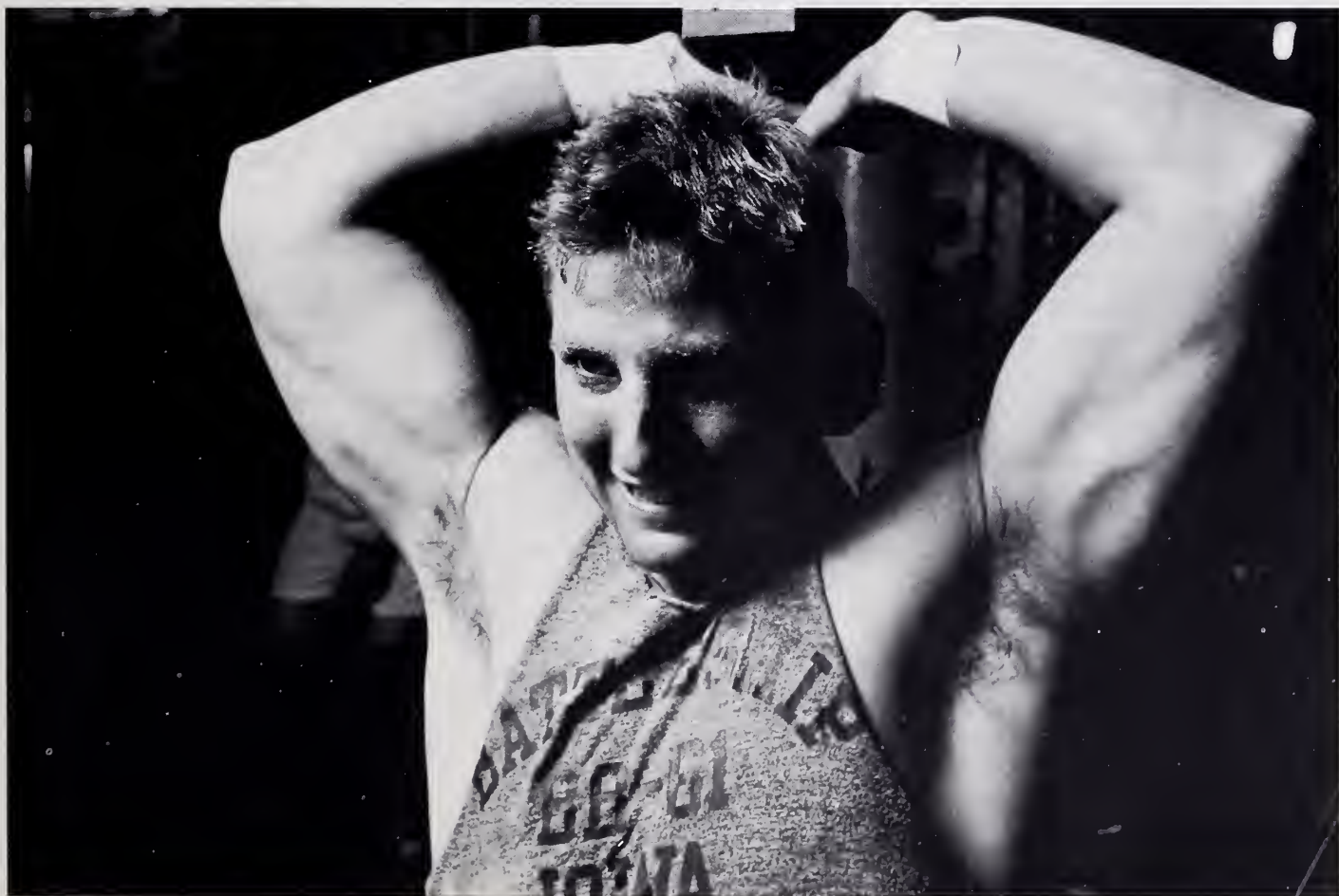
Being a hot suitman isn't Johnson's only job. He is also a part of *Iowa's* Third Division deck force. "I wouldn't want to work in the interior deck spaces on the ship," said Johnson. "I like the outdoors and deck gives me a chance to see where the ship is going." As a hot suitman during flight quarters, Johnson can watch dignitaries flown in to visit the ship. "I get to see more of the world because I'm out on deck."

Johnson's perseverance and dedication to body building have not only been assets to the Navy, but have taken him to the point in his life where he wants to be — a future contender for *Mr. Iowa*. Both Johnson and the Navy have benefitted from that schoolboy dream. □

Sabo is assigned to USS Iowa.



Up before reveille, Johnson, who eats enough for two men, puts in a long day with his division, ending with a two-hour workout.



Defector joins Navy

Composer swaps piano for typewriter

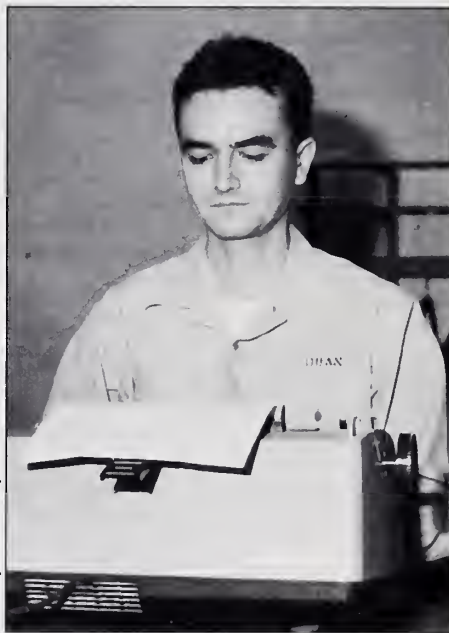
Story by Lt.j.g. Pamela R. Durrant

Whether it's at the keys of a typewriter in the administrative spaces of a *Coontz*-class destroyer, or at the keys of a concert grand piano in Carnegie Hall, Seaman Cristian V. Coban is equally at home. But it wasn't until 1980 that "home" could have been either of these places; eight years ago, Coban was living behind the Iron Curtain in the Socialist Republic of Romania.

A gift for music was Coban's ticket out of Romania. His talent was spotted early by Romanian officials, who enrolled him in special music schools from the time he was five. He eventually earned degrees in piano, music education and composition from the Romanian Conservatory of Music in Bucharest. As the top student at the conservatory, Coban held the key to a privileged way of life reserved for only a few members of Romanian society.

But Coban quickly learned that privilege had its price when government officials tried to force him to join the Communist Party — a move he refused to make.

"Romania is not a free country, and I am a person who puts freedom on the highest level. I think it is the most precious commodity that one has," said the 33-year-old personnelman, who is currently assigned to USS *Dewey* (DDG 45).



PNSN Cristian V. Coban

"For a while, I thought that there was a way of changing things there," he added. "Then you realize that too few people are willing to put their lives at stake for others and that changes are not possible. You then decide to seek freedom elsewhere." "Elsewhere" for Coban became the United States, and he set his sights on defecting.

The seed for Coban's odyssey from the Black Sea nation to the United States was planted in 1979 when he won the international Uwharrie Duo Composition Contest. The contest's

sponsors invited him to New York City to assist in preparing for the premier performance of his work at Carnegie Hall. Knowing this would probably be his best opportunity to defect, Coban began to make plans as he waited for the Romanian government to issue his passport.

He and his wife developed a code system to communicate between themselves and were careful not to talk about their intentions. "The only messages we really exchanged we wrote down on paper — not even at home were we sure we were safe. You write it down, and then you burn the paper. It was like in the (spy) movies, but it was real."

After arriving in New York, Coban immediately applied for asylum. Although given every indication that it would be granted, he was informed that it would take a short period of time; until then, it would have to appear that nothing was unusual. Because of this, he was still expected to fulfill the requirements of his passport, one of which was to deliver a music lecture at the Romanian library, a building owned by the Romanian government.

"I knew at the time that I was going to defect, and I had friends come with me and sit in the audience (during the lecture) in case I happened to vanish," Coban said. Although the lecture went

smoothly, there was a tense moment for Coban when Romanian officials, perhaps sensing something out of the ordinary, attempted to detain him during his departure from the building.

As the officials approached, Coban's friends surrounded him and avoided confrontation by pulling him away, explaining that they were all extremely busy and had to be on their way. Although Coban was supposed to leave for Romania the following Monday, it never happened, since his asylum request was approved.

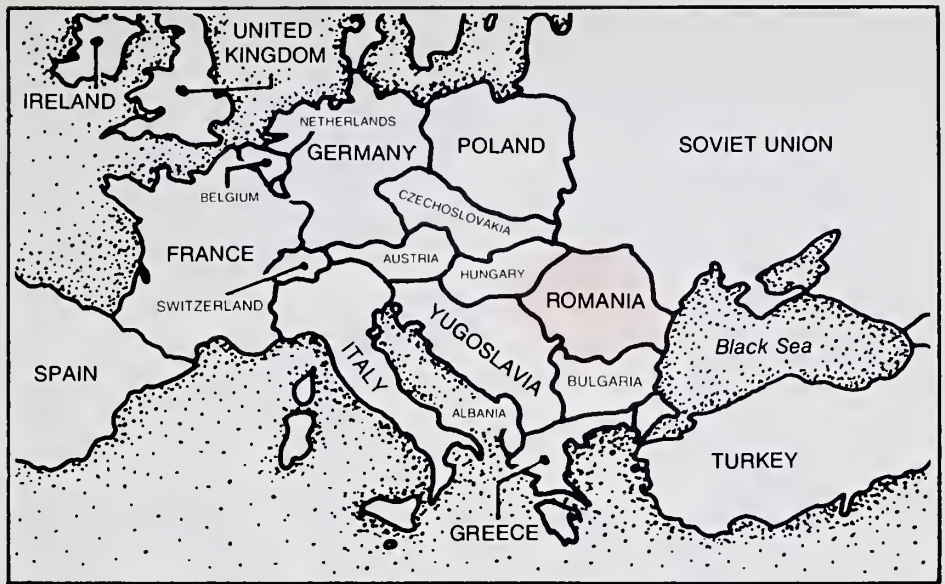
Coban has never regretted his decision to leave Romania.

"From the first moment (after the defection), I felt so good," he said. "I felt this was home. I felt no cultural shock. It was everything I imagined, plus a lot more. I wasn't disappointed about anything."

A year later, his wife Gabriela, after extensive negotiations between the U.S. Department of State and the Romanian government, joined him in the United States, arriving on Valentine's Day. The reunited couple eventually moved to East Lansing, Mich., where Coban earned a Ph.D. in music composition from Michigan State University in 1983.

"I got to the point where I wondered, 'Do I really want to spend the rest of my life writing esoteric music that few people understand?'" he said. "I wasn't very attracted by the idea of going back into the academic world behind those walls and staying there for the rest of my life. I want, at this stage in my life, to get out and do things and not talk about things. That's why I wanted to try something else."

Coban subsequently started his own business, a consulting firm to help individuals realize their potential and become more productive in areas such as time management and goal-setting. But he still wasn't satisfied. It was a desire to serve the



country that took him in that drove Coban to seek yet a different path.

"I thought for a long time that I wanted to give something back to this country — I didn't know exactly how or when or where," Coban said. "I had an adopted family in Michigan — some very nice people who helped me get on my feet. The head of that household was an ex-Navy pilot and he told me a lot of Navy stories, so I guess that was a seed. Then I moved to Orlando and got a job, and the people in the office were again ex-Navy people, and they told me a million stories about the Navy. Early last year I was thinking about my life, because I have all my options and can do whatever I want, and I just threw the question to my wife, 'What if I told you I wanted to go into the Navy — would you think that I am totally crazy?' and she said, 'No.'"

Before year's end, he enlisted.

Because Coban lacked U.S. citizenship, he was unable to qualify for a security clearance, and there were only a few ratings available to him. He naturally considered the musician rating but since he was determined to try his hand and succeed at a different career field, he finally opted for personnelman.

His Navy career, which began only last November, has already been marked by high achievement. Coban was awarded the "outstanding recruit" award upon completion

of training at Recruit Training Command Orlando, Fla., and was designated the "honor recruit" of his company. He duplicated this feat at Naval Technical Training Center Meridian, Miss., where he attended "A" school, and was recommended for early advancement to petty officer third class via the Navy accelerated advancement program.

Coban attributes his success to his ability to apply skills acquired during his years of musical training and working in private industry to the situations he now encounters.

"It has been a tremendous change for me, from being a musician, having my own business, and then joining the Navy. But I realized that I could adjust because I am a very disciplined person. I feel very at home in the Navy, very comfortable," Coban explained. "I think I have the self-discipline — definitely I have the motivation. I get motivated for the same reason that the Navy exists — freedom. I think I am a little old-fashioned and idealistic, but that is the way I am."

Although Coban hasn't decided if he'll pursue a career in the Navy, he's set his sights on advancing as far as possible during his current enlistment. □

Durrant is assigned to NATC Meridian, Miss. JO2 F.X. Kelley, NavResCom, Chicopee, Mass., contributed to this story.

Suicide

Preventing self-destruction

Story by JO2(SW) Gary Ross

The number "one" is a small number. But mention suicide, and "one" becomes big — one of the biggest issues facing the Navy today.

A sailor, despondent over the loss of a girlfriend, puts a gun to his head and ends his life. Another Navy person gets into financial trouble in addition to problems at work, and decides there's no reason for living.

These scenarios are all too real.

In 1987, 58 Navy people killed themselves. This is more than 10 percent of all active duty Navy deaths last year. Yet, it's difficult to be sure how bad the situation really is. Before 1980, good, reliable statistics about suicide in the Navy weren't readily available.

The collection of suicide statistics is difficult, according to Cmdr. Douglas Dennett, head of psychiatric outpatient services at Bethesda Naval Hospital. "When you have an

organization as geographically diverse as the military," Dr. Dennett said, "you really do have a problem in reporting suicide. Who gathers the statistics, how do they gather them and how reliable are they?"

"There is no indication, throughout the Navy and Marine Corps combined, that the suicide rate is growing," Dennett said. "Whether or not it may be growing within individual sub-groups — white males 25 to 29, or black females 19 to 24, for example, — I think we have to look at that more closely. It's very difficult."

But, despite the difficulty in collecting comprehensive statistics, Chief of Naval Operations Adm. Carlisle A.H. Trost has set out to establish a program to prevent suicides.

In September 1987, Trost sent a message to all Navy commands stressing the importance of suicide

prevention. In that message, the CNO directed Navy Family Service Centers to conduct education and training of the fleet in the prevention of suicide. The CNO also encouraged commands to make more counseling available to any Navy person with personal, professional or family problems. The Naval Medical Command directed clinical psychologists and psychiatrists to support the FSCs in their mission.

Counselors can make good use of publications such as the *Suicide Prevention Training Manual*, *Suicide and How to Prevent it* and *Will They Be with Us Tomorrow?* available through the chaplain resource board and local FSCs.

A sailor's life is challenging and sometimes tough — real tough, for some. Lengthy deployments, coupled with trouble at home or on the job, a feeling of uselessness or general depression, can drive some indi-



viduals to the edge. There usually is no single, simple reason people choose to kill themselves. But whatever the cause, or combination of causes, their emotional upset is so great they just want to end it all.

"The best way to prevent suicide is to educate people about the signs of serious personal distress," Dennett said. "The key is to get every-

body to a higher level of awareness so that there are a lot of people who can act quickly if necessary.

"There's a very good role model to follow and that's the Red Cross Basic Lifesaving course, CPR," Dennett said. "You can't inoculate people from heart disease and prevent them from having heart attacks. What saves lives is that so many people

know the fundamentals of CPR, that if any random person drops on the street, somebody in the crowd will know what has to be done. I think that's how we should combat suicide. People are going to have to know what to do. That's the direction the Navy is taking."

Bad days come and go for most of us, but for someone thinking of tak-

Dealing with suicide

Myths and Facts

An encounter with a suicidal person is a deeply emotional experience. The fear which results from not knowing what to do, or fear of doing the wrong thing, can inhibit timely intervention. The following myths about suicide can keep us from becoming involved in a constructive way. Having the correct information about suicide can enable us to act in time to save a life.

Myth: People who talk about suicide rarely actually commit, or even attempt, suicide.

Fact: Nearly 80 percent of those who attempt or commit suicide give some warning of their intentions. When someone talks about committing suicide, he or she should not be ignored.

Myth: Talking to someone about their suicidal feelings will cause them to commit suicide.

Fact: Asking someone about their suicidal feelings usually makes the person feel relieved that someone finally recognized their emotional pain, and they will feel safer talking about it.

Myth: Suicide is an act of impulse

with no previous planning.

Fact: Most suicides are carefully planned and thought about for weeks.

Myth: Suicidal persons are mentally ill.

Fact: Studies of hundreds of suicide notes indicate that, although the suicidal person is extremely unhappy, he or she is not necessarily mentally ill.

Myth: Because it includes the holiday season, December has a high rate of suicide.

Fact: Nationally, December has the lowest suicide rate of any month. During the holiday season, the depressed person feels some sort of belonging and feels things may get better. As spring comes and the depression does not lift, the comparison of the "newness and rebirth of spring" and the individual's personal situation can result in self-destructive behavior.

What to do

If you believe someone may be suicidal, it is important to remember to:

- Take threats seriously. Trust

your suspicions. It is easy to predict suicidal behavior when a person shows warning signs. However, the warning signs from many people are very subtle. Something like telling loved ones "goodbye" instead of "good night" may be the only clue.

- Answer cries for help. Once you are alerted to the clues that may constitute a cry for help from a loved one, friend or co-worker, you can help in several ways. The most important thing is not to ignore the issue. It is better to offer help early than regret not doing it later. The first step is to offer support, understanding and compassion, no matter what the problem may be. The suicidal person is truly hurting.

- Confront the problem. If you suspect that a person is suicidal, begin by asking questions such as, "Are you feeling depressed?" "Have you been thinking of hurting yourself?" And lead up to the question, "Are you thinking of killing yourself?" Be direct. Don't be afraid to discuss suicide with the person. Getting him or her to talk about it is a positive step. Be a good listener and a

ing his life, every day is a bad day. Determining if such a person is suicidal is difficult. It's not just *one* thing that's going to indicate the possibility a person will commit suicide.

"It's a constellation of things," Dennett said. "A triad for spotting potential suicide that's been used for a long time is that a person feels

hopeless, helpless and worthless. The person feels like there's no hope, and if they feel that no one can help them and they feel they can't help themselves, and they feel they're inadequate, then it's not hard to see how a person can get from there to thinking, 'What's the sense of living?'"

That's when a shipmate can help.

It's very important to recognize that just telling someone "I care about you" communicates the existence of hope and help.

"The best thing to do if you know someone who's contemplating suicide, is to approach the individual," Dennett said. "You've got to show in some way that you are concerned and willing to help. You must then

good friend. Don't make moral judgments, act shocked or make light of the situation. Offering advice such as, "Be grateful for what you have," or, "you're so much better off than most," may only deepen the sense of guilt the person probably already feels. It is more important to show concern and to listen. Active listening may help lead the person away from self-destruction by providing a feeling that someone really cares.

- Tell them you care. Persons who

attempt suicide most often feel alone, worthless and unloved. You can help by letting them know that they are not alone, that you are always there for them to talk to. Tell loved ones how much you care about them, and offer your support and compassion. By assuring suicidal people that help is available, you are literally throwing them a lifeline. Remember, although a person may think he wants to die, he has an innate will to live and is more than likely hoping to be rescued.



- Get professional help. The most useful thing you can do is to encourage the person who is considering suicide to get professional help. If necessary, offer to go with them or take them to help. The mental health clinics or hospital departments of psychiatry, psychology or social services should be considered first in looking for help. After duty hours, the hospital emergency room would be the best source. When the danger is less immediate, the chaplain offers compassionate counseling services. Other sources of help include the alcohol and drug counseling center and the chain of command.

What not to do

- Don't leave anyone alone if you believe the risk of suicide is imminent.
- Don't assume the person isn't the suicidal "type."
- Don't act shocked at what the person tells you.
- Don't debate the morality of self-destruction or talk about how it may hurt others. This may induce more guilt.
- Don't keep a deadly secret. Tell someone what you suspect.

Remember, the potential suicide victim must receive qualified help. Above all, don't ignore your own perceptions. A mistake on the safe side is much less costly than a failure to act. □

Suicide

encourage the individual to let you help them. Sounds simple, but it's very hard sometimes."

Knowing what to say and what not to say is what makes it so difficult.

"Failure to empathize or take the person seriously is a 'no-no,'" he said. "You really have to empathize, and by empathize I mean you have to appreciate that the person is very troubled. Whether you would feel the trouble in the same situation is a different story. Don't be judgmental, but also don't just say, 'This will pass, your troubles will get better.'"

In slightly more than one-third of all suicide cases, there is a problem with a love relationship. There's fighting, disappointment, conflict; some kind of discord between the victim and a person they have a relationship with.

Problems in the workplace also contribute to a substantial number

of Navy suicides. "That means they're experiencing some anxiety, some worries about being able to do the job," Dennett said.

At the same time we talk about actual suicides, we also have to remember there are many people who make suicide attempts.

"For the person who makes suicide attempts, there's a fight within one's self between wanting to live and die," Dennett said. "Most suicide attempts are nowhere near as lethal as the kind of act when someone kills himself. Taking an overdose of pills or slitting your wrists is not the same as putting a gun to your head, or putting a noose around your neck and jumping off of a chair." Suicide attempts, Dennett said, are cries for help from people who can still be helped.

But for many others, there is no help. More than 60 percent of Navy

and Marine Corps suicides are the result of a gunshot wound to the head or chest.

In the fight within the suicidal individual, the loser isn't the only victim — suicide affects everybody.

"A suicide is a devastating thing to a family," Dennett said. "People can react in a lot of different ways. Sometimes people react in very identifiable ways. These people are troubled to begin with, and maybe think about suicide but don't choose it as the answer to their problems. Then, when someone they know commits suicide, they lean in that direction too, and identify with that. It's a very dangerous thing. These people need our help."

Psychiatrists, psychologists and social workers are trained in helping the potential suicide victim. Navy FSCs provide counseling, written information and guidance, and if it's an emergency, FSC social workers are a phone call away. They'll be more than willing to listen. Hospital emergency rooms also have trained professionals who are there to listen and provide support 24 hours a day, seven days a week.

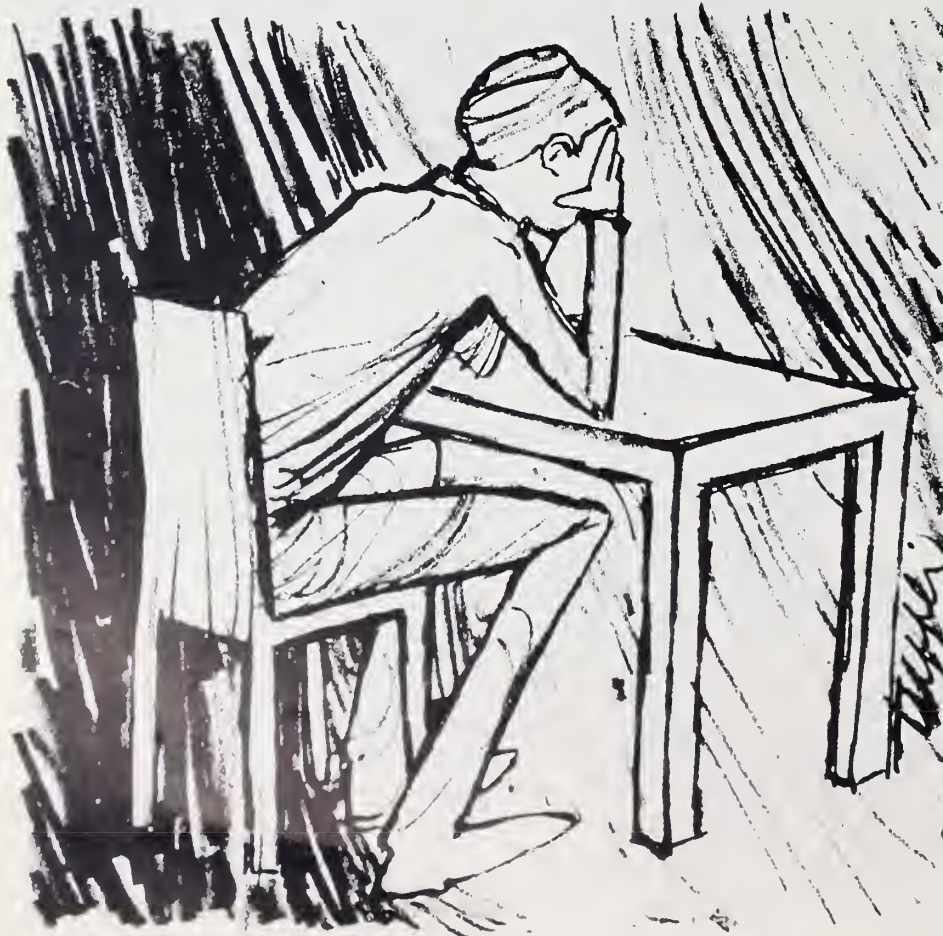
The feeling of wanting to kill one's self doesn't always have to be there. Suicide isn't some sort of fatal disease.

"Suicide can't be 'cured,' so to speak," Dennett said. "Suicide is a behavior that results from the mental states of anguish, despair, rage and many other emotions. The actual mental state itself can be altered.

With proper, effective treatment, most individuals who at one time or another contemplated or attempted suicide can be successfully helped and can be free of life-long suicidal impulses."

People are the Navy's most valuable asset. We all have to look out for number "one." □

Ross is a staff writer for All Hands.





Following a call to serve God

Navy Chaplain

Story and photos by PH1 Chuck Mussi

They share evening prayers with us at sea, help us pay homage to our fallen shipmates around the world, and minister to us at our local chapel. Whenever those of us in uniform are in need, Navy chaplains are there for us.

They are also there in our hospitals, where our life-and-death struggles make us so vulnerable, there during our greatest times of need — our times of grief.

"My feeling is that God has called me to this. I want to minister," said Lt. Wendy Bausman, one of eight chaplains assigned to Bethesda Naval Hospital. The

type of ministry she found at Bethesda — clinical pastoral care — was not new to her.

Bausman interned away from her California seminary, at a hospital in her home state of Pennsylvania, later serving as acting director of pastoral care.

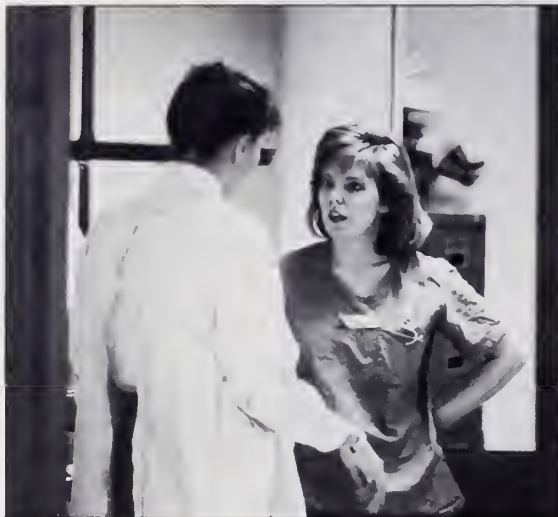
Following her graduation from seminary, Bausman was waiting to be called to a church. She had talked to a Navy recruiter about opportunities in the Chaplain Corps. It seemed promising, but seeing the movie "Private Benjamin" on TV made her wonder about a career in the military.

It was a discussion with a former patient she had ministered

to during her summer hospital work that helped lead her to pursue a commission in the Navy Chaplain Corps.

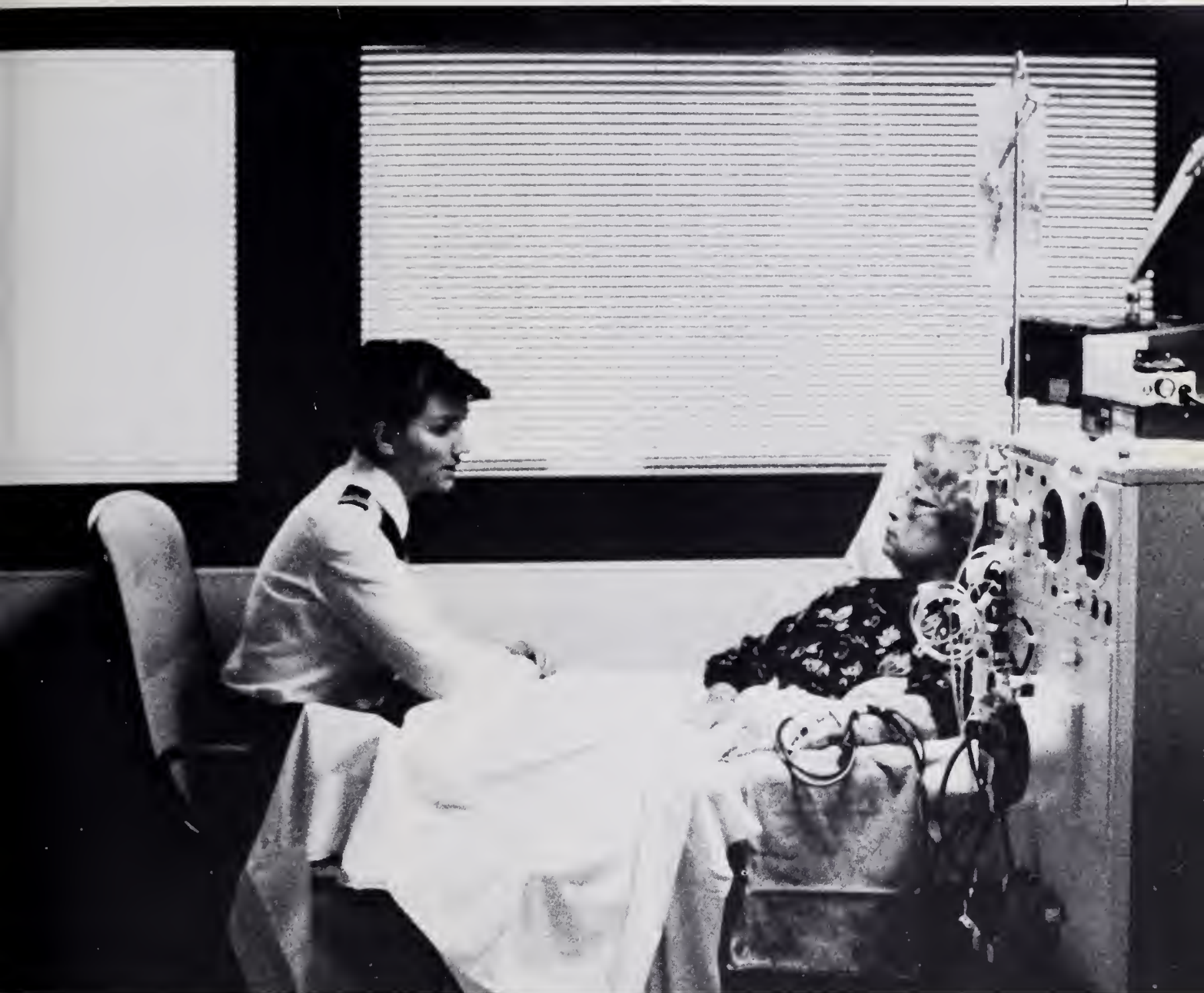
"I was telling him my misgivings about joining the Navy, when he broke down and started to cry," said Bausman. "He told me he had retired with 30 years of military experience, and he said to me, 'I can't tell you how much it meant to me to have you there in my time of need.'"

The strong emotional experience was enough to help quiet her doubts about joining the military. She believed that the Navy's call was also God's way of opening a door for her to minister.



A hospital chaplain ministers to a transient congregation — staff members, infants in intensive care, patients on dialysis.





There were hurdles to overcome: being ordained, getting commissioned, and completing chaplain school. But the Navy wanted her as a chaplain, and she was following her call.

Her deep love for God would be needed in serving God in uniform, especially as a chaplain at Bethesda Naval Hospital.

The different wards at the hospital are separate ministries for the Bethesda chaplains, so chaplains have a variety of duties: reaching out to patients, their families, and the staff.

"My goal is to meet people wherever they are in their relationship with God, not to have a planned agenda for reaching them," she said. "Being there for people, but being there at the right time — a time when the greatest need exists — a time when they are vulnerable because of their great trials. I want to be God's presence among those who are hurting and in need."

The hospital environment is not always a warm, personal place where there are signs of people making great recoveries, espe-

cially in areas like intensive care, the emergency room and the cancer wards. The hospital staff works hard at curing both the mind and body. The chaplains minister to the patient's spirit.

As a new chaplain, Bausman quickly learned a valuable lesson for ministers. "You've got to pace yourself emotionally," she said. "You've got to manage your emotions as well as your time. You're working on a sermon, making rounds, building a rapport with people, so that they can be aware or sensitive enough to call when

you might be needed . . . then you have two heavy sessions back to back, someone in intensive care and someone in neurosurgery, ministering to them during the time of their greatest trials, and you're drained emotionally."

There are days when they, as chaplains and as human beings, get tired, days when they get "peopled out." They crawl into the turmoil of a person's life and walk alongside that person and really give of themselves. They get physically drained — their throats get dry from talking. Yet, as tired as they are there are times when they can't sleep through the night, knowing the beeper could go off any minute.

Emotionally, chaplains can be hit hard when they share a history of emotional ups and downs with a patient.

"You rejoice when a person's cancer goes into remission. But then, he's back in the hospital — he's not responding to chemotherapy — the doctors tell him he has a less than five percent chance of survival," said Bausman. "Then the patient tells you that other chaplains have come by but that he wants *you* to come back and minister to him, because you've walked beside him.

"You give of yourself — I mean you really feel God using you in people's lives."

Bausman knows the seriousness of a patient's medical condition, but as a chaplain she knows the spiritual person, as well as the medical patient.

"You are hurting, but you are able to go in and minister. You are able to put aside your hurt and to listen — what troubles them, where do they stand at this time in their lives? You convey to them your support, God's love for them."

Sometimes ministering is just letting people know that a chaplain is there. The chaplains of

Bethesda try to see every patient every day.

"A lot of times you just make small talk. But then there is that one time when you are there at the right time — a time when someone is really vulnerable," Bausman said, "like right before surgery or just after getting bad news."

It happens a lot in a hospital.

Bausman continued, "A patient had a poor diagnosis. Nothing could be done for him by the staff. He had only recently been married and didn't know how to share his feelings about his imminent death with his wife. As a minister, I had to open their channels of communication. It wasn't easy, because I had to be forceful and direct, but sensitive in meeting them where they were at in their relationship with each other and with God. It was a moment of healing when the walls came down, when they embraced and said their goodbyes. He died the next day.

"Sometimes as chaplains we try to be superhuman, but we're not. We cry," Bausman said. "Patients' situations put our own situations in perspective. When someone is facing a life-and-death situation, it's hard to feel our problems are all that monumental."

Her problems may not be "monumental," but the hospital is still a hard place to minister. "Yet, there are good, dedicated people wherever I go," she said. "And it's so nice when someone asks how I'm doing.

"When you are a chaplain you're going to hurt alongside people," Chaplain Bausman said. "Those days when we are tired we pray to recuperate later. But when we've given of ourselves, those are the moments that we come closer to God."□

Mussi is assigned to All Hands.





San Diego

*The Navy town that is known as
'America's Finest City'*

Story by JO2 David Masci

It calls itself "America's Finest City." And apparently there are plenty of people who agree, because most residents are from somewhere else. Since California's first mission, San Diego de Alcalá, was founded in 1769, the area has attracted its residents from all over the world.

Judging by the numbers, San Diego is a Navy town. Active duty, retired and Navy civilian families make up one-sixth of all residents in San Diego County. Of all sailors and Marines on active duty servicewide, one in five is stationed here. Overall, the federal government contributed more than \$7 billion to the San Diego economy in 1986.

More than 100 ships and submarines are homeported here. The drone of takeoffs and landings coming from Naval Air Stations at Miramar and North Island is a 24-hour-a-day reminder of the hundreds of fixed- and rotary-wing aircraft based within 15 miles of downtown. Each year, tens of thousands of sailors and Marines attend Navy schools here. Students range from recruits at boot camp to prospective commanding officers.

The city hosts eight major Navy commands, ranging from special warfare to medicine. At the top of

USS Cushing (DD 985) is overshadowed by one of San Diego's modern high-rises (left). The San Diego-Coronado Bay Bridge (right) is one of two routes for commuters to NAS North Island and the Naval Amphibious Base.



Photo by PH1 Harold Gerwen



Photo by PH1 Michael Flynn

San Diego



Photo by PH1 Chuck Musi



Photo by PH1 Harold Gervan



Photo by PH1 Robert Shanks



Photo by PH1 Chuck Musi

the list are the commanders of naval air and surface warfare for the Pacific fleet.

The Navy is an integral part of the San Diego community, and most residents take the comings and goings of sailors, Navy ships and aircraft for granted. The visitor, however, notices how prominent the Navy presence is in San Diego.

The showpieces of San Diego's surface fleet are the aircraft carriers that moor across the bay from downtown, at NAS North Island. But the frigates, cruisers and amphibious ships that enter and exit the harbor several times a day always draw a crowd on the boardwalk at Seaport Village, a popular shopping and restaurant spot. Tourists stand atop Point Loma and marvel at the heli-

copters and fighter jets banking out to sea from North Island.

The transient nature of Navy life meshes well with the on-the-go San Diego lifestyle. An organization made up of mobile young men and women looking for something fun to do in their time off is a perfect match for this youth- and leisure-oriented city.

Adding to what is already available, the Navy has built bowling alleys, gyms and recreation centers on-base that rival the best civilian facilities in town; but what the Navy can't build is readily available in the community.

Do you like beaches? Pick one from the miles of public shoreline between Imperial Beach and Camp Pendleton. There are beaches for horseback riding, sand castle building, romping dogs, scuba diving and, of course, all the beaches are for surfing. There's even one beach for people who don't like tan lines on their bodies.

To the west, San Diego is the essence of California. The farther east

Another day of flight ops at NAS Miramar, "Fightertown U.S.A." (upper left). A Navy pilot hones his skills at a simulator (middle). New recruits smile for the camera at San Diego's recruit training center (left). BUDS trainees at Coronado Beach (above).



U.S. Navy photo

A Navy tug maneuvers to assist USS *Long Beach* (CGN 9) while USS *La Jolla* (SSN 701) heads out to the open ocean.

you go, however, the more San Diego County resembles Texas. Palm trees give way to manzanita brush, sandals become cowboy boots, and VW buses with surfboard racks are replaced by American-made pickup trucks with gun racks.

The real San Diego lies somewhere in between, encompassing a melting pot of backgrounds and lifestyles. Much like the Navy itself, the city is not always fully understood by people who have never experienced it. Only the people on the inside know how good it really is.

In the 1880s, a series of events led to San Diego taking second-place standing in the Southern California civic pecking order. The city's early leaders resented being "cheated" out of what they believed to be its rightful destiny when that-place-we-won't-mention-but-whose-initials-are-L.A. became the rail and shipping hub of the Pacific Southwest.

One hundred years later, the prevailing sentiment concerning the enormous growth of "The City of the Angels" is more one of relief.

The problems "that place" has because of its sheer size are safely contained beyond a buffer zone known as Camp Pendleton. In fact, the vast Marine Corps base is the only thing that stops San Diego from becoming the southern tip of greater you-know-where.

Still, world-class status *has* crept up on San Diego in the last 30 years. Now seventh-largest in the United States, this city is on the move more than ever, with civic leaders putting the city in the spotlight at every opportunity.

The 1988 Super Bowl kicked off a campaign to promote San Diego around the world as a place where everyone wants to be. The efforts to bring an Olympic training center here, plus preparations for the 1991 America's Cup defense, will put "America's Finest City" on television screens in every continent.

So, like the Navy, San Diego has invested heavily in the future, improving its image and retaining the best of its traditions while looking forward to the next century.

But even with the future at hand, the vestiges of the past are all around. From the Spanish colonial twin towers of the old Balboa Naval Hospital administration building at the southern end of Balboa Park, the view in all directions gives a true picture of what San Diego is about.

To the west, multi-colored, mirrored-glass windows of modern high-rise hotels and office buildings jut into the downtown skyline.

Out of those windows, if the timing is right, you can see, all at one time: a cruise ship berthed at the terminal, an Amtrak train making the hourly run north from the historic Santa Fe depot, a jetliner skimming over Interstate 5 into Lindbergh Field, the San Diego trolley returning from the Mexican border, a Navy destroyer anchored in the bay, a dense forest of sailboat masts in the marinas, and, silhouetted against a perfect Pacific sunset, a formation of S-3 *Viking* submarine hunters coming in to land on the runway at NAS North Island.

Turning south, past the Coronado Bridge and the Naval Station at the foot of 32nd Street, the industrial waterfront along San Diego Bay through National City and Chula Vista fades into scrub-topped hills that roll across the border to Tijuana.

East, across the maze of canyons and mesas that traverse the suburbs of Spring Valley, La Mesa and El Cajon (that's "Ell Kah-Hone"), the horizon stops at the foothills of the barren, boulder-studded Inko-pah Mountains.

Set in this dry locale is the jewel of San Diego's cityscape, a square of green space one and one-third miles on each side: Balboa Park.

Most of the buildings at the heart of the park were constructed for the



The fast pace of big city life slows during a quiet moment at one of many area beaches (above), or during a leisurely walk among the sea gulls.

1915 Pan-American Exhibition, and the ornate towers and pavilions are representative of the best of that era's American architecture.

From the high-tech marvels of the Reuben H. Fleet Space Theater and the Aerospace Museum, to the classically refined Museum of Man, from the celebration of the arts at the organ pavilion and the Old Globe Theater, to the glory of wild animals in their natural habitat at the San Diego Zoo, Balboa Park showcases San Diego's range of cultural and recreational offerings.

After a morning round of golf, without leaving the park, it's a brisk walk from the clubhouse to the municipal pool for an afternoon swim, followed by an evening tennis match under the lights at Morley Field.

Adjacent to Balboa Park is the Naval Hospital. During World War

II, the Navy's patients overflowed the hospital into some park buildings. Following the war, the Navy confined its medical operations to the 60-building complex that served as Balboa Naval Hospital for many years. Almost all the old hospital buildings are now out of service, and the West Coast center for Navy medicine opened in a new location in the park Jan. 23, 1988.

Not too far from the new hospital is arguably the most scenic drive in the city. It's the four-lane, divided Highway 163, which winds north from downtown through the park. Nestled in a canyon, the highway is flanked on both sides by lush, treecovered slopes.

Especially in light fog, common in this part of the city, the rest of the world disappears for a couple of minutes as you slide through easy turns and hills and under the multiple arches of the Cabrillo Bridge before plunging downhill into the reality of Mission Valley and Interstate 8.

On the subject of freeways — each

major freeway in San Diego has a name in addition to a number. This is news to most new arrivals because numbers, not names, are used to refer to freeways in most other parts of the country.

So if you tell your out-of-town friends to take the Montgomery Freeway at 8th Street north to the Escondido Freeway, cross under the Helix Freeway and merge onto the Inland Freeway past the Mission Valley Freeway and cut across on the Cabrillo Freeway until it rejoins the Escondido Freeway, you'll get a blank stare.

But if you substitute the numbers, novice San Diego drivers quickly recognize the easiest way to get from, say, the 32nd Street Naval Station to NAS Miramar, the West Coast home port for the Navy's fighter and airborne early warning squadrons.

NAS Miramar, a.k.a. "Fightertown U.S.A.," lies at the southeast corner of the Golden Triangle, a burgeoning cluster of medium-rise hotels and of-

Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn



Photo by PH1 Harold Gerwien

fice buildings bounded by the Inland, Soledad and San Diego Freeways . . . oops, that's I-805, State Highway 52 and I-5.

The reason the buildings are only medium-rise is that they lie under the departure pattern from Miramar's runways. The F-14 *Tomcat* and E-2C *Hawkeye* jockeys have already adjusted by flying past the base and hanging a spectacular, banking U-turn over Interstate 15, causing much rubbernecking among drivers.

Located 15 miles north of downtown, Miramar is in the desert. Really, San Diego is a desert. There are four seasons here: two rainy weeks in March; a long warm, dry spell; two rainy weeks in October; and a long cool, dry spell. The only thing that keeps San Diego green is imported water from a collection of reservoirs stretching east to the Cleveland National Forest in the Laguna Mountains.

An old photograph of the city shows a small country town with one large windmill and no paved

roads at the edge of the San Diego River delta, surrounded by barren, dusty hills. The river was the town's life blood.

Since then, the windmill (and most everything else) burned down, the rebuilt Old Town has become a tourist attraction, the business district moved south into the harbor, and the river has become a "flood control project."

The eternal axiom that "nothing is constant, except change" rings especially true here. San Diego is growing up and out.

For those who can't or won't pay inner-city rents, 20-mile commutes each way are accepted as a fact of life. Formerly run-down urban neighborhoods are giving way to multi-story condo developments. It

A cyclist (upper right) gets in her daily exercise. Acres and acres of a variety of flowers provide a colorful backdrop for a hotel in northern San Diego County (middle). San Diego Harbor bustles with sailboats and naval vessels (right).

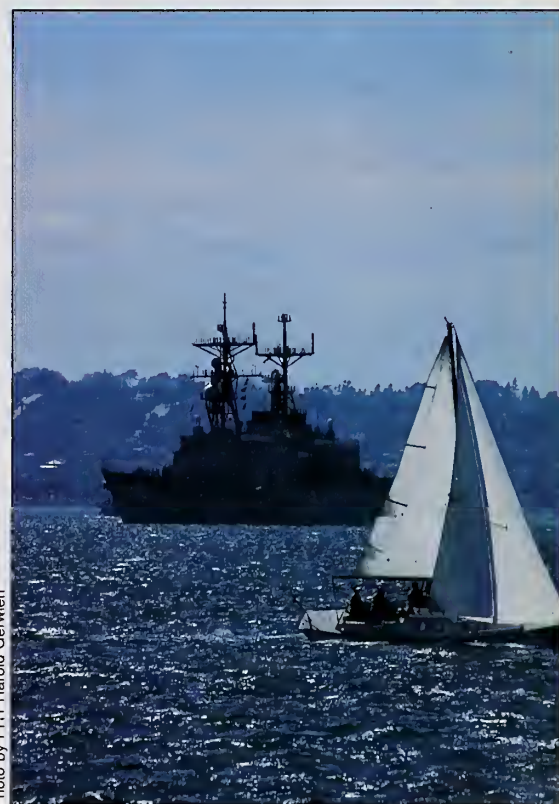


Photo by PH1 Harold Gerwien



The San Diego Zoo aviary (left) houses one of the largest collections of birds in the world. The historic Hotel Del Coronado (above) is a prominent San Diego landmark.

seems like every square foot of real estate that is not a canyon wall has some sort of building on it.

Sailors fortunate enough to live in one of the 6,005 government housing units around the county don't have to contend with the rents or utility bills, which are among the highest in the country. However, depending on paygrade and area requested, the wait for Navy housing ranges from one month to three years. On the plus side, variable housing allowance rates are high enough to encourage sailors to bring their families to San Diego with them and find homes.

In the heart of the city, the headquarters of Commander Naval Base San Diego and the Naval Supply Center stand across Harbor Drive from the B Street Pier, sandwiched

Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn

between the cruise ship terminal and Seaport Village.

Not far away, Navy and Marine recruits drill under the blast of commercial jets taking off from Lindbergh Field. The Naval Training Center and the Marine Corps Recruit Depot together occupy one and one-half square miles along the bay's edge. Real estate listings for this neighborhood offer a "cozy cottage" for \$195,000.

Atop the Sunset Cliffs that face

out toward the Pacific Ocean, the former Fort Rosecrans is now home to a national cemetery, the submarine base and the Naval Oceanographic Systems Command.

So San Diego and the Navy are bumping elbows from Camp Pendleton, at the Orange County line, to the Auxiliary Landing Field in Imperial Beach, just north of Mexico. The city and the Navy have been working and growing together since the city deeded the Naval Station land to

The beacon of the Point Loma lighthouse (above) welcomes ships entering San Diego Harbor at night.

the Navy, almost 70 years ago, in 1919.

As each faces the turn of the century, the intertwining past and present forge a common bond neither could break if they wanted to — San Diego, a Navy town. □

Masci is attached to NIRA Det. 5, in San Diego.

Off-duty in San Diego

From the ocean to the mountains to the desert, San Diego is a jumping-off point for an exciting range of off-duty activities.

Sailors on liberty can start downtown, where Balboa Park houses art, history and science museums as well as the Old Globe off-Broadway theater and the *Centro Cultural de*

la Raza, which hosts Mexican-American cultural events.

Balboa Park also offers sports such as tennis and lawn bowling and, of course, is home to one of the world's largest zoos. Admission to the zoo is free for military members in uniform.

On the shores of Mission Bay,

Shamu the killer whale has been thrilling locals and tourists for more than 20 years at Sea World. The park has expanded to include a baby whale, a dolphin petting pool, the Captain Kidd's World giant playground and an ongoing outdoor musical party called "City Streets."

Although Old Town caters to

tourists, that doesn't keep the tiny neighborhood from being fun and interesting. Early city buildings offer insight about the region's first European inhabitants, and patio dining gives visitors the pleasures of Mexican food and mariachi bands under the stars.

Equestrian enthusiasts can rent horses at stables from Imperial Beach, at the seashore, to Pine Valley, in the mountains. Those who prefer a motor in their off-road conveyances flock to Anza-Borrego Desert State Park each weekend. The desert is also a haven for nature enthusiasts and rock hounds.

If a quiet weekend in a cabin on the beach sounds appealing, Camp Pendleton has such cabins for rent year-round, at a very reasonable price. Be sure to make your reservations early.

Two hours north of San Diego lies the magic kingdom of Disneyland and Knott's Berry Farm is just around the corner. Another hour's drive up Highway 101 (if the traffic isn't too bad) is the Universal Studios tour.

One note — allow at least one day for each of the parks. They're big and crowded. Many hotels within sight of Disneyland offer military discounts and free shuttle buses.

California's 65 mph speed limit has cut the drive up Interstate 15 to Las Vegas, Nev., from six hours to five. All major hotels offer large discounts on Mondays through Thursdays. The rooms are just as nice on those four days as they are the other three (when they rent for upward of \$100).

Of course, the list here is not all-inclusive. In each neighborhood of San Diego County are secrets that can only be found by visiting. For more information on attractions and discount tickets, call the Naval Station San Diego Tours and Ticket Office at (619) 239-0324 or 235-0889. □

South of the border

For most of us, travel to a foreign country involves extensive planning and costly arrangements — or an arduous overseas deployment with a ship or squadron.

But in San Diego, a visit to a foreign land — in this case, Mexico — is both easy and inexpensive. Whether you take your own car across the border, cross on foot, take the trolley, taxi, or some combination, Tijuana is a must-see for visitors to San Diego.

Your best bet for entering Mexico is the trolley. The Pacific Fleet trolley station stands across Harbor Drive from the Naval Station's main gate. For \$2.50 (round trip), the trolley whisks bargain hunters and thrill-seekers to the San Ysidro border crossing every 15 minutes. The trolley is clean and always on time. The trolley's advantages over a car are considerable, because U.S. insurance companies don't cover your vehicle in Mexico. (If you do take your car, be sure to buy Mexican insurance at the border.)

One-way cab fare from the border to the shopping and entertainment district along the *Avenida Revolution* costs about three or four dollars, depending on how busy the drivers are. Cab fares are negotiable, so it's advisable to agree on the fare before you start your ride.

The haggling that starts at the

border continues in each of the district's dozens of open-front souvenir shops. Most have hawkers on the sidewalk urging passers-by to browse and compare prices. Shopkeepers speak English and quote prices in dollars.

When bargaining, remember that the marked price is a starting point. No reasonable offer is refused — well, maybe the first time. But if you state your final price and start to walk away, the shopkeeper knows your dollars will end up in his competition's cash drawer, so he usually relents.

Authentic bargains in "TJ" include leather goods, blown or stained glass, woodcarvings, clothes (check the stitching — some items fall apart soon after purchase) and blankets.

Among the items to avoid are so-called "sterling silver" jewelry — if you can't believe the price, don't believe it's sterling silver. Also avoid designer-label products sold outside major department stores. They could be forgeries.

A stroll down *Avenida Revolution* is a lot like being in Olongapo City in the Philippines — without the bar girls and jeepneys. The sidewalks teem with shoppers and partygoers. Top 40 music blares from balconies and darkened bar entrances, and each colorful shop vics with the

next to lure free-spending Americans in for a look.

Children with eyes like sad puppies tug at the sleeves of passers-by, trying to sell packages of Mexican chewing gum. Teen-age boys scurry to open the passenger doors of arriving taxis, hoping for a tip.

"Zebras," actually spray-painted burros, are harnessed to brightly colored wooden carts that serve as an instant backdrop for a take-your-own souvenir photo.

To help make sure sailors don't get hurt in Tijuana, the shore patrol enforces an 8 p.m. to 5 a.m. curfew. They don't patrol the city, but sooner or later all sailors must come back across the border. U.S. Customs agents know that short hair or DoD decals on your car mean armed forces, and they will refer violators to the border SPs.

Farther down the Baja California coast lie tourist beaches such as Ensenada and Rosarito that cater to sun worshippers and seafood lovers. The lobster fishing village of Puerto Nuevo, just south of Rosarito Beach, is home to several restaurants where a lobster dinner runs under \$10.

Only 15 miles from the naval station, Tijuana offers San Diego sailors a chance to enjoy bargain shopping and entertainment in a different culture — without the hassle of going on WestPac to find it. □

Thoughts on San Diego

Lt. j.g. Richard Fox is the communications officer for USS *Ogden* (LPD 5). Fox was stationed in San



Photo by JO2 David Masci

Journalist 1st Class Al Holston is assigned to the Navy Public Affairs Center and is a lifelong San Diego resident. He and his wife, Betty, have a 10-year-old daughter, Mary.



Photo by JO2 David Masci



Photo by JO2 David Masci

Diego as an enlisted sailor in 1980-83 and returned for Surface Warfare Officer School in 1986. He recently shared his feelings about the city during *Ogden's* four-day port call to San Diego.

On liberty in San Diego: I've always found Balboa Park relaxing. I enjoy going to the museums, and on Sundays there are organ concerts at the pavilion. It is a restful, quiet place to get away from everyone.

I was really happy when San Diego built the trolley. I used to spend five hours waiting for buses.

On liberty in Mexico: After you've bought so many blankets and paint-

ings on black velvet, what's to do? Then I discovered Rosarito Beach. It's very beautiful and the shopping is much nicer.

On returning to San Diego after being away for three years: One of the first things I did was get on the phone and ask the operator for a number. She said, "Hello, welcome to America's Finest City." At first I chuckled, but it does make an impression on you. I'm getting to the point where I believe this is, if not the finest, one of the finest cities in the United States. I would like to come back to San Diego to be homeported here.

On growing up in San Diego: The San Diego I knew in high school no longer exists. The peaceful Mission Valley farms of my youth have been replaced by concrete skyscrapers and asphalt parking lots.

On San Diego-Navy relations: I helped coordinate a successful Rent-a-Sailor campaign for the Thanksgiving holiday. We got more requests from families than we had sailors to dine with them.

When we have a ship visit at the Navy pier downtown, the line sometimes stretches several blocks.

On housing: I looked at a three-bedroom, two-story house in North Park in 1972. It was going for \$40,000. The seller wouldn't take VA points, so I couldn't buy. Today the same house is valued at more than \$125,000. As a result, I'm still a

San Diego renter, not a San Diego owner.

With the high rate of transiency here, the schools face a real challenge. On the positive side, San Diego has many fine teachers who are drawn to the Southern California lifestyle. My daughter is able to attend a "magnet school" which offers individualized learning programs, giving her the attention she needs with her learning disability that she might not get elsewhere.

On comparing duty in San Diego with duty elsewhere: Moving to Puerto Rico from San Diego required minimal adjustment to the new climate and the Hispanic heritage.

San Diego is like "Alice's Restaurant." You can get anything you want. The only thing I can't get here is Puerto Rican coffee.

Yeoman Seaman Carol Craddock is assigned to Commander in Chief Pacific Fleet's Propulsion Examining Board in San Diego, her first duty station.

On liberty: For me, San Diego is a very expensive tourist attraction. The best thing is the weather — it's always sunny. Being from Chicago, I tripped out on the surfers.

Being without a car forced me to use the trolley and stick close to the base. San Diego has a lot to offer, but I'm looking forward to seeing other parts of California now that I have a car. I'm going to the "Club Mud" spa

in Corona (two hours north), then I want to take the ferry to Catalina Island. I also can join the flying club at NAS North Island and learn to skydive.

On downtown: Some parts of the city, like Horton Plaza, have very interesting architecture. But downtown San Diego still has a long way to go as far as trying to bring life back to it.

On Navy recreation facilities: I like the women's gym here at the Naval Station, the color scheme and the equipment. I also like the privacy.



Life begins in Ward C

Story and photos by JO3 Cyndi Reilly

Becoming a new mother can be exhausting, but with the help of a dedicated group of doctors, nurses and corpsmen at the hospital at Naval Air Station Lemoore, Calif., new moms and their babies get off to a gentle start.

Ward C, the maternity ward, handles an average of 40 deliveries a month. Staffed with eight Navy nurses and 18 hospital corpsmen, the ward is also responsible each month for approximately 40 important prenatal exams called "non-stress tests."

NSTs are ordered by a doctor for high risk pregnancies, such as women who have high blood pressure, diabetes, gestational diabetes (which occurs only during pregnancy), or have had problems with previous pregnancies. "The test monitors the heart rate of the baby during movement and shows the doctor how the baby will handle the stress of birth," said Lt. Maurice Gregory, a nurse on the maternity ward. The monitor is the same one used during actual labor to monitor the child's heart rate and the mother's contractions.

Patients requiring NSTs generally have the tests done once or twice a week during the last three months of pregnancy. The test takes about 45 minutes, with Ward C staff monitoring the progress. If the baby doesn't happen to be moving at the time, juice with sugar in it is given to the mother — this stimulates the fetus and makes it move.

Corpsmen and nurses assist doctors during deliveries and are respon-

sible for the aftercare of the mother and child, who must stay in the hospital a minimum of 48 hours.

"The first hour after birth is one of the busiest for the newborn," said Lt. Maureen Rogers, another nurse on the ward. "Babies must be bathed, weighed and measured. In addition they must have ointment placed in their eyes and be given a vitamin K



shot. First feedings are also done within the hour, either from the mother or from us, if the mother is not able to feed her newborn."

The newborn's vital signs are watched closely in the first 24 hours and then taken every four hours. A daily record is kept of the baby's weight, body functions and amount

Lt. Diana Holmes (left) feeds a newborn. A baby's hand is so small, yet so full of strength (above).



A proud Lori Bell (left) admires daughter Brandy. Toddler Kevin Kiser (below) gets acquainted with baby sister, Amber Jade.

of food eaten. This is passed on to each shift during the "changing of the guards" briefing. The mother's recovery progress is also recorded.

"Forty-eight hours after the first milk feeding, a phenylketonuria (PKU) test is administered to the infant," said Lt. Emily Baughman. "This determines if the baby is compatible with the protein in the milk, bottle or breast."

During the first week of life, about 50 percent of babies born at full term and 75 percent of premature infants, develop a condition called physiologic jaundice. This occurs when bilirubin — a pigment formed in the normal breakdown of red blood cells — accumulates in the body.

If the bilirubin level is higher than normal or remains elevated for a prolonged period, an infant may require phototherapy. The infants are placed under bright lights to change the bilirubin to a water-soluble form that is easier to excrete, cleansing the baby's system.

One woman's baby girl required this therapy.

"When I first saw my baby in the incubator under bright lights I was worried," the mother said. "But I'm thankful that it wasn't as serious as it looked and I would like other mothers to know this could happen to their babies."

But babies are not the only ones Ward C helps to get started on the right foot. Corpsmen and nurses instruct mothers in bathing procedures, diapering, care of the umbilical cord and circumcisions and offer helpful hints on feeding schedules.

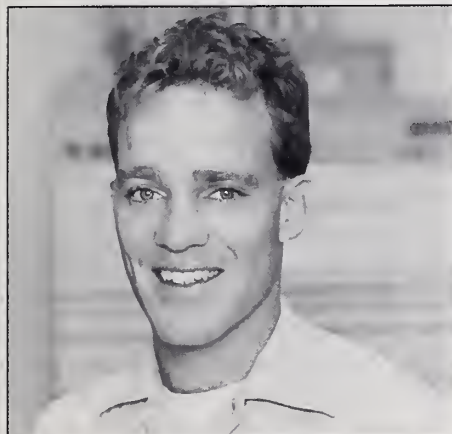
When it's time for the patients to go home, a corpsman takes the infant in a car seat to the car and secures both baby and seat in place for the trip home.

Then it's up to mom, dad and baby. □

Reilly works at the PAO at Naval Air Station Lemoore, Calif.



Bearings



AT2 Terry McClain



AME1 (AW) Timothy McClain



AE2 Tom McClain

Brothers make it three-of-a-kind

It's not uncommon for members of the same family to serve in the same location while in the Navy. But it is unusual for three brothers to be in the same squadron together.

The McClain brothers are assigned to Patrol Squadron 47, based at Moffett Field, Calif.

Tom, 29, Timothy, 28, and Terry, 25, sons of retired Chief Photographer's Mate Thomas and Judith McClain of Pensacola, Fla., make the unusual a reality.

The three brothers arrived at the squadron at different times. Tom, a 2nd class aviation electrician's mate, reported aboard November 1985. Terry, a 2nd class electronic's technician, reported in November 1986, and Timothy, a 1st class aviation structural mechanic (safety equipment), reported to VP 47 in April 1987.

"Being stationed with my brothers, Tim and Terry, is a wonderful experience for each of us," said Tom. "I feel we are lucky to be together in the same squadron because I can experience world travel with both of them.

"We have many of the same interests, like soccer and snow skiing,"

Tom added. "Being able to do these things with Tim and Terry makes the experience that much more enjoyable for me."

Before they arrived at VP 47, the McClain brothers had varied duty stations. Terry was making his second deployment with the 7th Fleet. His first tour was aboard USS *Kitty Hawk* (CV 63) with Attack Squadron 115. He visited Africa as well as making stops in the Philippines, Sri Lanka and Japan. "I enjoy Japan," Terry said. "The people are friendly and the country offers a lot to see."

Tim served aboard USS *Constellation* (CV 64) in 1985. "Australia was my favorite port-of-call," Tim said.

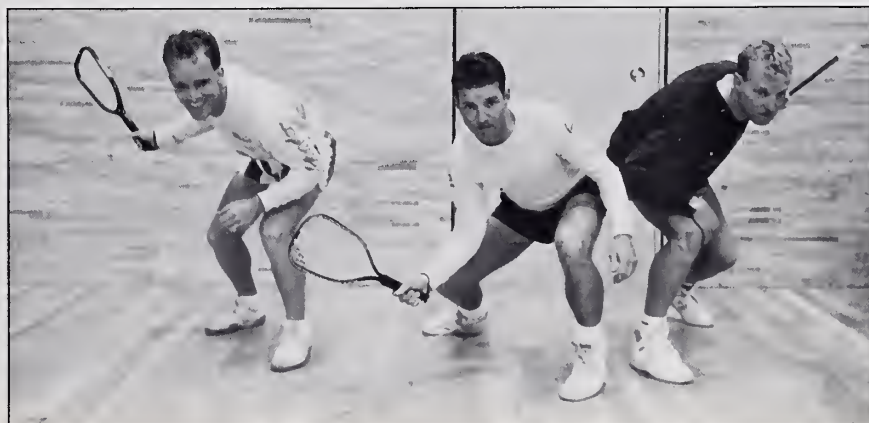
"The people open up their homes to the American sailors."

Tom has made two western deployments with VP 47. During that time, he visited Diego Garcia, Singapore, Oman, Korea, Japan and the Philippines.

He agrees with brother Terry that Japan is his favorite country to visit. "I like the natural beauty, and the Japanese are friendly, traditional people," Tom said.

The McClains are enjoying their jobs, comradeship and the opportunity to sightsee together. ■

—Story and photos by PHCS Ron Bayles, 7th Fleet Public Affairs Representative, Subic Bay, R. P.



Bearings

A century of naval engineering

One hundred years ago, 20 officers in the U.S. Navy's engineer corps decided their field needed a professional society, one where they could explore new ideas and share experiences in naval engineering.

Although regular membership was restricted to naval officers, American Society of Naval Engineers realized the important contributions made to naval engineering by those in the civilian sector and established associate memberships.

The distinction between civil and military memberships was dropped in 1972 and civilians became eligible

to be president of ASNE. Now the roster of past presidents includes civilians from government and industry, as well as Navy and Coast Guard officers.

ASNE's technical director, retired Coast Guard Capt. James E. Grabb, said today's society of 8,500 members includes "people in all engineering disciplines involved with design, construction and support of naval ships."

Grabb stressed the word "naval," saying, "This includes Navy, Coast Guard and merchant marine ships. We have military, retired, and civil-

ian members. The requirement for membership is that you be involved in the profession of naval engineering."

This year's annual meeting, May 3-7 in Washington, D.C., celebrates ASNE's centennial. Technical sessions at the 1988 ASNE Day will include: *The advent of the paperless ship, Patrol boat habitability noise control, Advanced damage control system and Navy ship design—Evolution or revolution?* ■

—Story by Liz Noland, Navy Editor Service.

Lieutenant earns extra cash from suggestion

It was a problem that begged for attention. It frustrated air crewmen and supervisors alike, and cost the Navy thousands of dollars each year. But, with a bit of ingenuity and some help along the way, a solution resulted in the largest cash award given in recent years for a beneficial suggestion.

Lt. Jeff Stenzoski, assigned to

Force Warfare Aircraft Test Directorate at Naval Air Station Patuxent River, Md., received \$5,000 for his efforts in designing a control panel for P-3 Orion avionics gear.

Air crews were having trouble with a type of avionics control plasma panel. Panel operators had difficulty pressing the buttons, and at times were using ballpoint pens

instead of their fingers.

But Stenzoski, with the help of several people at the naval air test center, came up with a solution — a plastic cover sheet with "bubbles" corresponding to each switch that made it easier to press.

After careful planning, developing and cost analysis, Stenzoski and several other people involved calculated that each bubble sheet would cost \$2. And the cost savings got bigger.

It cost only \$20 to replace a sheet on a panel and it could be done at the squadron level. With the old panels, the entire unit had to be removed from the aircraft and sent to the manufacturer. The total first-year savings for the Navy is projected at \$195,000. The idea will be adopted at all Navy active and reserve P-3 squadrons. ■

—Story by Mike Kolenick, Public Affairs Office, Naval Air Station Patuxent River, Md.



Photo by PH2 Bryan Peppers

Florida museum honors Navy SEALs

No barbed wire, booby traps or bunkers block the beach on North Hutchinson Island near Fort Pierce, Fla. But years ago, during World War II, it was a different story.

Back then, the beach was the site of a top secret base that trained the nation's first frogmen. From 1943 to 1946, more than 3,000 men learned how to scout enemy coastlines, make booby traps, set explosives and clear enemy beaches of invasion obstacles.

Today, the commandos of World War II and present-day Navy special

warfare men are remembered by a museum that sits on the same beach where early frogmen went through their training.

In displays both inside and outside the museum, the role of the special teams is told in a variety of ways. A movie shows the teams at work both underwater and on shore. Photos and mementos of the old Fort Pierce naval training base are mounted on the museum's walls.

Some of the exhibits include vintage underwater demolition team equipment, ranging from black rub-

ber boats and special knives, to explosive devices and depth gauges.

Some devices were ingenious.

The Pirelli dry suit allowed frogmen to re-breathe their own air, mixed with fresh oxygen. Among the displays are the silent-running underwater propulsion units used to bring the frogmen to the enemy coastline. Four of the units are displayed outside the museum. Captured equipment is also displayed. ■

—Story by Jay Clarke, reprinted by permission of Miami Herald.

'Smiley-face box' has sailors, Marines beaming

The military men and women at the Naval Technical Training Center at Pensacola, Fla., are given a chance once a week to show their appreciation, or lack of it, for the food at the enlisted dining facility.

The "smiley face box" — known formally as a receptacle food survey — is a box marked by a row of five bright yellow faces, with expressions ranging from sad to happy. The box, part of the Measured Excellence Program being tested by the chief of naval education and training, serves as a ballot box for customers at the full-service galley at NTTC.

Once a week, the galley master-at-arms hands a plastic chip to every 10th customer and requests that it be dropped into one of the five expression slots.

The intent of the Measured Excellence Program is to provide CNET commander, Vice Adm. N.R. Thunman, with information for measuring such areas as enlisted, officer and family housing, maintenance and repair, personnel services and child



care facilities. The feedback is used to evaluate how well CNET activities are doing in meeting missions and day-to-day operating goals.

"Measured Excellence will give us information that will assist in preparing future budgets," Thunman said. "The purpose of the Measured Excellence Program is to instill a

A patron of the NTTC dining facility "chips in" to vote on a galley meal.

sense of pride and achievement among naval education and training command activities." ■

—Story by Lt. Cmdr. Dennis Hessler, CNET Public Affairs, Naval Air Station Pensacola, Fla.



A whale of a rescue

Story and photo by JO3 Mike Moran

A 40-foot female sperm whale was rescued from certain death recently, thanks to a helo crew from USS *Enterprise* (CVN 65) and men of USS *Truxtun* (CGN 35).

While operating in the Indian Ocean, two helicopter pilots of Anti-Submarine Squadron 6 flying off *Enterprise*, Cmdr. Bradd Hayes and Lt. Tim Elliot, spotted the whale entangled in a large fishing net. The whale was floating listlessly on the surface of the North Arabian Sea, with hundreds of feet of net trailing behind her. One helicopter crew member, Petty Officer James Cox, said, "We thought the whale was dead until I noticed water spouting from its blowhole."

Truxtun, a guided missile cruiser operating 30 miles away, was summoned to help untangle the whale.

Arriving at the scene, *Truxtun* picked up the net with grappling hooks and eased the helpless mammal alongside the ship's bow.

After carefully weighing the risks, *Truxtun's* Operations Officer, Lt. Cmdr. Craig Cowen, decided to begin operation *Whale Rescue*.

Under the direction of Cowen and Chief Boatswain's Mate Thomas Howell, several deck crewmen lowered Boatswain's Mate 3rd Class Curtis Michitsch into the water to cut the whale free.

Michitsch went to work quickly, but cautiously, cutting hundreds of feet of net lines while the obviously exhausted whale apparently waited patiently to be freed.

After almost an hour of cutting most of the net off the whale's head and mid-section, Michitsch was pulled back onto the ship to rest. Seaman Gerald Samples was lowered down the side of the ship and continued the tiring work, cutting more net lines toward the whale's tail.

During this period, the major concern was that the whale might decide it was sufficiently freed to swim off, and extra care was taken to be sure Samples wouldn't be trapped in the net if the whale dove.

After another hour of exhausting work, enough of the net was cut loose to allow the whale to drift clear of the ship, encumbered only by

parts of the net hanging from her mouth and wrapped around her tail, forward of the flukes.

Capt. Clinton J. Coneway, *Truxtun's* commanding officer, dispatched a boat crew with two fresh swimmers, Lt.j.g. James Syvertsen and Signalman 2nd Class Adam Webber, to overtake the whale.

When the boat crew caught up with the whale, Syvertsen dove into the water and continued the job Michitsch and Samples had begun. The scene resembled something of a rodeo as Syvertsen straddled the 30-ton whale, severing the netting around her mouth and flukes.

Webber, relieving Syvertsen after about a half-hour, managed to cut the remaining cords and the relieved whale was liberated at last. Slowly at first, and then picking up speed, the freed whale swam away into the vast ocean, leaving the men of *Truxtun* something to feel good about and a memory to last a lifetime. □

Moran is attached to USS *Truxtun*.

Reunions

• **USS Metivier (DE 582)**—Reunion May 6-7, 1988, Boston. Contact Dick MacDonald, Box 582, Malden, Mass. 02148; telephone (617) 665-7140.

• **USS Salute (AM 294)**—Reunion June 4-7, 1988, Indianapolis, Ind. Contact James D. Johnston Rural Route 1, Ainsworth, Iowa 52201; telephone (319) 657-2263.

• **USS LST 640, World War II**—Reunion June 6-9, 1988, Virginia Beach, Va. Contact Ray Bowers, 115 Rohrer Heights Dr., Osawatomie, Kan. 66064; telephone (913) 755-4763.

• **USS Tennessee (BB 43)**—Reunion June 8-10, 1988, Portland, Ore. Contact Bud Galow, 743 Penn Ave., Glenside, Pa. 19038; telephone (215) 884-1640.

• **USS Utah (BB 31/AG16)**—Reunion June 10-12, 1988, Salt Lake City, Utah. Contact Frank Camperell, P.O. Box 6744, Albuquerque, N.M. 87197.

• **Association of Aviation Ordnancemen**—Reunion June 16-18, 1988, Reno, Nev. Contact Gerald Gannon, 1245 Cunningham Ave., St. Charles, Mo. 63301; telephone (314) 946-0503.

• **Naval Weather Service Association**—Reunion June 22-25, 1988. Contact Will Gould, 6450 Bairwood Drive, Huntingtown, Md. 20639.

• **USS Winged Arrow (AP 170)**—Reunion June 23-25, 1988, Denver. Contact Ray Meyer, 206 N.E. Elm St., Greenfield, Iowa 50849; telephone (515) 343-7130.

• **USS Whipple (DD 217)**—Reunion June 22, 1988, Post Falls, Idaho. Contact Walter Knight, 5555 S. Keystone, Indianapolis, Ind. 46227.

• **USS Whitehurst (DE 634)**—Reunion June 23-25, 1988, Knoxville, Tenn. Contact Roy Graham, Route 12, Box 258, Morgantown, W.V. 26505; telephone (304) 594-1986.

• **U.S. Navy Bomb Disposal, Mine Disposal and Explosive Ordnance Disposal**—Reunion June 24-26, 1988, Las Vegas. Contact James Tucker, 2509 Calico St., Las Vegas, Nev. 89108; telephone (702) 646-0006.

• **USS LST 1016, World War II**—Reunion June 24-26, 1988. Contact Lyle N. Trowbridge, West Mountain Road, Road 2, Box 205, Glens Falls, N.Y. 12801.

• **NMCB Nine**—Reunion June 25, 1988, Port Hueneme, Calif. Contact Richard Casoli, Box 88, Hanson, Mass. 02341; telephone (617) 293-7212.

• **USS PC 542**—Reunion June 26-18, 1988, Des Moines, Iowa. Contact J. Dur-

ham, 3921 Maybreeze Road, Marietta, Ga. 30066; telephone (404) 926-7430.

• **USS Achomawi (ATF 148)**—Reunion June 1988, Orlando, Fla. Contact Howard Poverly, 2055 Scranton Ave., Orlando, Fla. 32826; telephone (305) 282-0565.

• **USS Ingersoll (DD 652/990)**—Reunion July 6-11, 1988, Seattle. Contact Charles Bass, 560 Cypress Lane, St. Marys, Ga. 31558; telephone (912) 882-5630.

• **USS Pennsylvania (BB 38)**—Reunion July 8-10, 1988, Memphis, Tenn. Contact Jess Dennis, (901) 357-0263.

• **USS James O'Hara (APA 90)**—Reunion July 8-10, 1988, West Point, N.Y. Contact Jasper Shupe Jr., P.O. Box 94, Beacon, N.Y. 12508.

• **USS McGowan (DD 678)**—Reunion July 8-10, 1988, San Francisco. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01995; telephone (617) 595-1137.

• **USS LST 655**—Reunion July 8-10, 1988, Perrysburg, N.Y. Contact Adrian Westlund, Wardtown Road, Perrysburg, N.Y. 14129; telephone (716) 532-2550.

• **USS Damato (DDE 871)**—Reunion July 9-12, 1988, Dubuque, Iowa. Contact Dennis Williams, 108 East Grant, Lisbon, Iowa 52253; telephone (319) 455-2555.

• **USS Converse (DD 509)**—Reunion July 13-17, 1988, Great Falls, Mont. Contact Jim Thompson, 2824 4th Ave. South, Great Falls, Mont. 59405; telephone (406) 452-8800.

• **1st Prov. Marine Brigade (Rein)**—Reunion July 13-15, 1988, San Diego. Contact Brigade Committee, 1506 Thornridge, Austin, Texas 78758; telephone (512) 836-0458.

• **USS Callaghan (DD 792)**—Reunion July 26-30, 1988, Muskegon, Mich. Contact O.W. Fitzgerald, 2695 McArthur St., Muskegon, Mich. 49444.

• **115th Naval Construction Battalion Veterans, World War II**—Reunion July 27-30, 1988, Medford, Ore. Contact Edward Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Twining (DD 540)**—Reunion July 27-31, 1988, Minneapolis, Minn. Contact Bruno Campagnari, Road 2, Dugan Road, Olean, N.Y. 14760; (716) 372-1780.

• **USS Taussig (DD 746)**—Reunion July 1988, New York. Contact Vincent Esposito, 7 Astronomy Lane, Levittown,

N.Y. 11756; telephone (516) 579-4449.

• **25th Naval Construction Battalion, World War II**—Reunion Aug. 10-14, 1988, La Crosse, Wis. Contact Alfred Don, 62014 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.

• **126th Navy Seabees**—Reunion August 1988, La Crosse, Wis. Contact Lenno Johnston, Star Route, Box 27, Pineville, Mo. 64856-9602; telephone (417) 223-4666.

• **USS President Jackson (APA 18)**—Reunion Aug. 4-7, 1988, Norfolk. Contact John Finnegan, 62 Kuhl Ave., Hicksville, N.Y. 11801; telephone (516) 935-3711.

• **USS Brinkley Bass (DD 887)**—Reunion Aug. 4-7, 1988, Orlando, Fla. Contact Paul Jones, Rd. 1, Box 138B, Rochester Mills, Pa. 15771; telephone (412) 286-9919.

• **USS Ranger (CV 4)**—Reunion Aug. 5-6, 1988, San Mateo, Calif. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md., 21234; telephone (301) 668-0260.

• **USS Eaton**—Reunion Aug. 10-14, 1988. Contact Barbara Gorvin, Rural Route 1, Box 165, Oxford, Iowa 52332.

• **USS Topeka (CL 67)**—Reunion Aug. 11-13, 1988, Indianapolis. Contact James Wilson, 1022 W. Abbott, Muncie, Indiana 47303; telephone (317) 288-3949.

• **USS Poole (DE 151)**—Reunion Aug. 24-28, 1988, Norfolk. Contact Donald Macchia, 259 Spruce St., Bloomfield, N.J. 07003; telephone (201) 748-0731.

• **U.S. Submarine Veterans of World War II**—Reunion Aug. 31-Sept. 3, 1988, Milwaukee, Wis. Contact Walter Heiden, 705 Riverview Drive, Thiensville, Wisconsin 53092; telephone (414) 242-3705.

• **USS Colorado (BB 45)**—Reunion Sept. 12-15, 1988, Mobile, Ala. Contact Chris A. Barker, 709 Apache Dr., Independence, Mo. 64056; telephone (816) 257-0280.

• **USS Nevada (BB 36)**—Reunion Sept. 22-26, 1988, Carson City, Nev. Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **USS Kimberly (DD 521)**—Reunion Sept. 29-Oct. 1, 1988, Orlando, Fla. Contact Arthur Forster, 2312 Ncla Ave., Orlando, Fla. 32809.

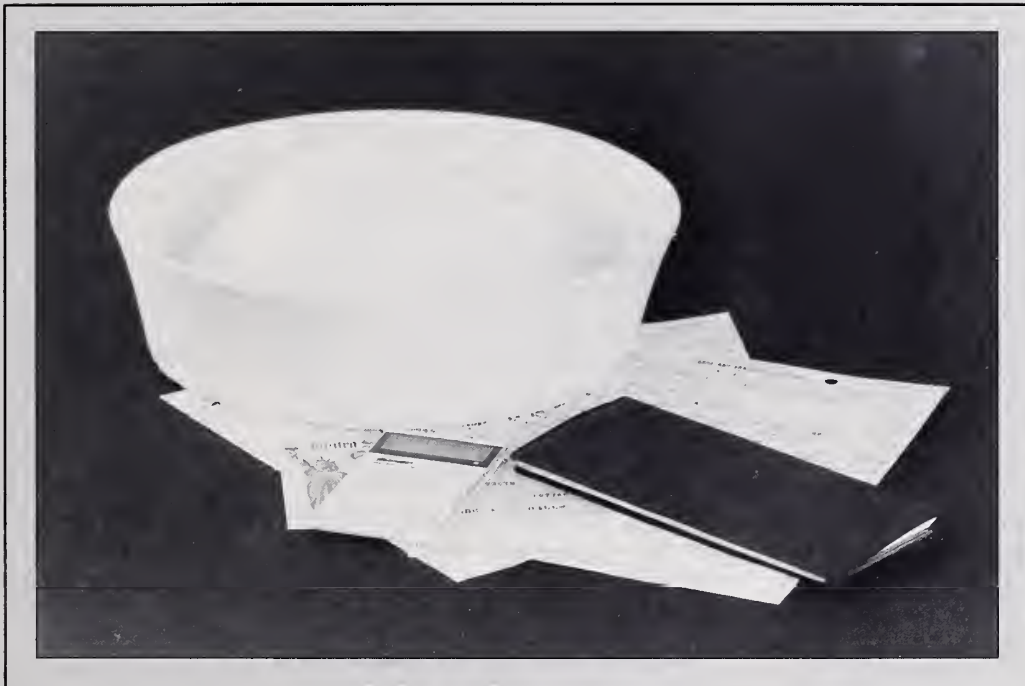
• **USS Wainwright, Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

Reunions

- **Veterans of Guadalcanal Campaign**—Reunion Aug. 7-9, 1988, Kalamazoo, Mich. Contact Gene Keller, 4043 Standish, Kalamazoo, Mich. 49008.
- **USS Dayton (CL 105)**—Reunion Aug. 26-28, 1988, Niagara Falls, N.Y. Contact L.G. Davis, 785 Little Neck Road, Virginia Beach, Va. 23452; telephone (804) 340-0143.
- **USS Cony (DD 508)**—Reunion Aug. 31-Sept. 4, 1988. Contact Howard Heyniger, 20315 Audetter, Dearborn, Mich. 48124; telephone (313) 562-8710.
- **USS Plymouth (PG 57)**—Reunion Sept. 2-4, 1988, St. Louis, Mo. Contact Leonard Berry, Route 4, Box 379-B, Burlington, N.C. 27215; telephone (919) 584-4539.
- **USS Marsh (DE 699)**—Reunion Sept. 2-7, 1988, St. Louis, Mo. Contact John Cullinan, 2920 Karen Drive, Chesapeake Beach, Md., 20732-9585; telephone (301) 257-6322.
- **USS Zellars (DD 777)**—Reunion Sept. 2-4, 1988, Portland, Ore. Contact Harold C. Buck, P.O. Box 377, Troutdale, Ore. 97060; telephone (503) 666-2843.
- **USS Clay (APA 39) and USS Elizabeth C. Stanton (PA 69)**—Reunion Sept. 2-5, 1988, Knoxville, Tenn. Contact John Brass, 403 East 330, Willowick, Ohio 44094-2829; telephone (216) 943-2079.
- **USS Chandeleur (AV 10)**—Reunion Sept. 7-11, 1988, Vicksburg, Miss. Contact Kenneth Boyd, Route 4, Box 145, Culpeper, Va. 22701; telephone (703) 854-5076.
- **USS Rodman (DD 456/DMS 21)**—Reunion Sept. 8-11, 1988, Hampton Beach, N.H. Contact Gordon Webb, King Road, Hampton Falls, N.H. 03814; telephone (603) 778-8820.
- **USS Mobile (CL 63)**—Reunion Sept. 8-11, 1988, Lake Tahoe, Nev. Contact George Trenchard, So. Parlman Road, RD2, Box 34, Lagrangeville, N.Y. 12540.
- **USS Card (CVE 11) and VC 1,8,9,12 and 55**—Reunion Sept. 8-11, 1988, Baltimore. Contact Joe Macchia, 8290 Melrose Road, Melrose, Fla. 32666; telephone (904) 475-1279.
- **USS Jeffers (DD 621/DMS 27)**—Reunion Sept. 8-11, 1988, Norfolk, Va. Warren Hilton, 209 S. Hall St., Morrison, Ill. 61270; telephone (815) 772-2422.
- **USS Alcor (AR 10/AD 34)**—Reunion Sept. 9-10, 1988, Milwaukee, Wis. Contact Edward Fleischman, 7220 S. Howell Ave., Oak Creek, Wis. 53154; telephone (414) 762-7818.
- **USS Saratoga (CV 3-CV 60)**—Reunion Sept. 9-10, 1988, San Diego. Contact John Dahl, 12728 Rancho Penasquitos Blvd., Apt. 92, San Diego, Calif. 92129-4005; telephone (619) 484-2995.
- **USS Bon Homme Richard**—Reunion Sept. 9-11, 1988, Pensacola, Fla. Contact Ralph Pound, P.O. Box 1531, Tupelo, Miss. 38802; telephone (601) 842-8247.
- **USS Thornhill (DE 195)**—Reunion Sept. 9-11, 1988, Tannersville, Pa. Contact Henry Cetkowski, Box 531, Rural Route 2, Titusville, N.J. 08560; telephone (609) 737-1727.
- **USS Warrington (DD 383)**—Reunion Sept. 11-13, 1988, St. Louis, Mo. Contact E.E. Archer, 110 East Willow Drive, Saneville, Ohio 43701.
- **USS Lyon (AP 71)**—Reunion Sept. 14-18, 1988, Estes Park, Colo. Contact W.E. Truitt, 1411 Cheairs Court, Sterling, Colo. 80751; telephone (303) 522-2924.
- **USS West Virginia (BB 48)**—Reunion Sept. 14-18, 1988, Seattle. Contact Lou Grabinski, 1625 Appleton St., No. 2F, Long Beach, Calif. 90802; telephone (213) 432-4382.
- **295th Joint Assault Signal Co.**—Reunion Sept. 15-18, 1988, Lancaster, Pa. Contact Clayton Thomas, 418 W King St., Lancaster, Pa. 17603.
- **USS Aquarius (AKA 16)**—Reunion Sept. 15-19, 1988, Norfolk, Va. Contact Larry Pelletier, 2530 Evergreen Ave., Titusville, Fla. 32796; telephone (305) 268-8572.
- **USS Smith (DD 378)**—Reunion Sept. 15-18, 1988, Myrtle Beach, S.C. Contact Bob Michaels, 6220 Blynn Drive, Apt. A, Myrtle Beach, S.C. 29582; telephone (803) 449-0683.
- **USS John W. Weeks (DD 701)**—Reunion Sept. 15-18, 1988, Downingtown, Pa. Contact Hal Gross, 29 Shoreview Drive, Yonkers, N.Y. 10710; telephone (914) 779-4879.
- **All ships from the Battle of Ormoc Bay, Philippines**—Reunion September 1988, Schaumburg, Ill. Contact Gene Bickers, 7805 Hwy. 98 N., Box 23-B8, Lakeland, Fla. 33809; telephone (813) 859-3224.
- **USS Madison (DD 425)**—Reunion Sept. 20-23, 1988, Wildwood Crest, N.J. Contact Richard Stier, 85 Fornelius Ave., Clifton, N.J. 07013-1846; telephone (201) 472-0045.
- **USS Shannon (DM 25) World War II**—Reunion Sept. 20-22, 1988, Virginia Beach, Va. Contact Robert J. Martin, 7008 Cresthaven Drive, Glen Burnie, Md. 21061; telephone (301) 761-4625.
- **VP-VPB 44 "Black Cats"** (1943-45)—Reunion Sept. 22-25, 1988, Minneapolis, Minn. Contact L.E. Lowinske, 323 North Garden, New Ulm, Minn. 56073.
- **USS Belknap (DD 251-APD 34)**—Reunion Sept. 22-25, 1988, Charleston, S.C. Contact Paul Eisenman, 540 E. Portage Terr., Apt. 103, Cuyahoga Falls, Ohio 44221; telephone (216) 928-4415.
- **USCGC Ingham**—Reunion Sept. 26-30, 1988, New London, Conn. Contact R.M. Carter, 1061 Woodview Drive, Flint, Mich. 48507.
- **USS Fletcher (DD 445-DDE 445)**—Reunion Sept. 29-Oct. 2, 1988, San Antonio, Texas. Contact Edward Horsman, 313 Deers Head Blvd., Salisbury, Md. 21801; telephone (301) 742-0276.
- **USS Craven (DD 382)**—Reunion Sept. 29-Oct. 2, 1988, Sioux Falls, S.D. Contact William Hurley, 916 Churchill, Sioux Falls, S.D. 57103; telephone (605) 332-8560.
- **Naval Cryptologic Veterans Association/Ex NACSECGRU**—Reunion Sept. 30-Oct. 3, 1988, San Francisco. Contact Gil Cheeseman, 3637 Gilbert Court S., San Francisco, Calif. 94080; telephone (415) 878-1637.
- **USS John Hood (DD 655)**—Reunion Sept. 30-Oct. 1, 1988, Lebanon, Pa. Contact Joe Mc Craw, 384 Green River Road, Chesnee, S.C. 29323; telephone (803) 578-0470.
- **USS Bagley (DD 386)**—Reunion Sept. 30-Oct. 2, 1988, San Antonio, Texas. Contact Walter S. Morley, P.O. Box 608, West Dennis, Mass. 02670; telephone (617) 398-8553.
- **USS Leary (DD 158) and USS Schenck (DD 159-AG 82)**—Reunion September 1988, Baltimore. Contact Albert Knapp, 20 Park Ave., Framingham, Mass. 01701; telephone (617) 877-0299.
- **USS Allen M. Sumner (DD 692)**—Reunion September 1988, Chicago. Contact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; telephone (305) 878-3422.
- **USS Flint (CL 97)**—Reunion Oct. 6-9, 1988, Chicago. Contact Robert Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.
- **USS Torrance (ADA 76)**—Reunion planned. Contact Bernard Borkin, 1919 Ruxton Road, Baltimore, Md. 21024.

5

Navy Rights & Benefits



Pay and Allowances

Pay and Allowances

Military compensation is composed of pay, allowances, retired or retainer pay, and benefits such as medical care, commissary and exchange privileges, and leave. This article will cover only active duty pay and allowances which consist of regular military compensation, special and incentive pay and other allowances.

Each element of the entire military compensation package is authorized by specific legal authority, generally in Titles 37 and 10 of the United States Code. These elements are either legal "entitlements," earned by the member or are discretionary under the law, meaning that the secretary of the Navy has the option of payment. Most bonuses, because they are generally designed to address specific manning or retention and incentive pays, are discretionary. Whereas all elements of pay are fully taxable, most allowances are not because they are treated as reimbursements for certain expenses (housing, subsistence, travel, etc.).

Regular military compensation is important for two reasons. First, RMC is considered the equivalent of a military salary, applicable to all members of the uniformed services. Secondly, RMC is the basis for comparing the levels and adequacy of military pay with civilian pay levels.

The elements of RMC are basic pay, basic allowance for quarters (including the variable housing allowance authorized for members living in high-cost locations), basic allowance for subsistence and the tax advantage that results because BAQ, VHA and BAS are not taxable.

Basic pay

Basic pay varies according to a member's paygrade and time in service. The amount is prescribed by law. Navy people receive longevity increases at various times throughout their careers.

Each member's annual salary is divided into 12 equal installments,

one-half of each installment payable on the 1st and the 15th of every month. Each installment represents the pay for one calendar month. The daily rate is one-thirtieth of the monthly rate.

The allowances which make up the rest of RMC are basic allowance for quarters, variable housing allowance, and basic allowance for subsistence.

Whenever possible, the government provides service members with quarters and subsistence. When quarters and subsistence are not provided, a monthly allowance may be paid to the service member to help meet the cost of those needs. In almost all cases, eligibility for allowances and special and incentive pays is first contingent upon eligibility for basic pay. Thus, a member not entitled to basic pay is generally not entitled to any other pay or allowances.

Basic allowance for quarters

A member is entitled to BAQ when adequate government quarters are not available or not assigned. The amount of BAQ varies with paygrade and dependency status.

The BAQ entitlement for two service members married to each other is extremely complex. The law prohibits a service member from being considered a dependent for allowance purposes. Therefore, each member of a service-married couple is considered "single," a member without dependents for BAQ purposes, in the absence of other qualifying dependents such as children or parents.

In this case, each member is enti-

led to BAQ in his or her own right.

For service-married couples with children, whether by the current or a former marriage, the comptroller general of the United States has ruled that, unless separated by military orders, only one member may receive BAQ at the "with-dependents" rate. The other will be considered a member without dependents for BAQ purposes.

The rationale behind this decision is that the natural children of one member of a service member marriage are also eligible as stepchildren to be considered dependents of the other member; hence, the comptroller general has determined that all children will be considered the dependents of only one member of the service-married couple. This applies regardless of the location of the dependents. However, when the two service members are separated by military orders, each member may be eligible for BAQ at the "with-dependents" rate in his/her own right, if he/she has dependent children from a former marriage.

The law also permits a member without dependents who is in paygrade E-7 or above to elect not to occupy government quarters appropriate for his/her grade and receive BAQ and VHA, as applicable. This includes shipboard quarters. Eligible members who elect not to occupy shipboard quarters can now retain private quarters and receive BAQ for the entire duration of deployments. Members in paygrades E-6 and below, assigned to shipboard sea duty and without dependents, are presumed to be assigned to adequate quarters and are not entitled to BAQ.

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A partial rate of BAQ is payable to members without dependents when they are assigned to government quarters. The reason is to avoid penalizing them for reallocation of basic pay increases into BAQ.

Variable housing allowance — A variable housing allowance is paid to service members residing in high-cost areas in the United States. VHA is usually based upon the service member's paygrade, dependency status and duty station location. The secretary of the Navy has the authority to pay VHA based on location of dependents in certain circumstances. VHA rates are established based upon service members' reported housing expenses in the VHA survey. These expenses include rent (or rental equivalency for homeowners), insurance, utilities and maintenance expenses. The accuracy of the rates for VHA depends upon the data received from service members in the VHA survey. VHA is paid in a locality when the local median housing cost exceeds 80 percent of national median housing costs. VHA provides 65 percent of the national median housing cost, while the member pays (out of pocket) an amount equal to 15 percent of NMHC. However, VHA fund freezes in FY87 and 88, coupled with BAQ changes that have lagged behind housing cost increases, have increased the member's share to more than 20 percent of NMHC.

VHA offset — On March 1, 1986, the VHA Offset program became effective. As directed in the FY86 Authorization Act, the member's housing allowances for BAQ and VHA are compared to the member's housing expenses. If the allowances exceed the expenses, the member's VHA will be reduced by an amount equal to one-half of the difference not to exceed the total VHA. All VHA may be lost but no BAQ can be lost.

Special and incentive pay

Special and incentive pay is in addition to the RMC to compensate members for acquiring and/or possessing certain skills or performing duties considered unusually arduous or hazardous. Special and incentive pay is taxable, and normally paid monthly, although most bonuses are paid on an annual basis. A rundown for the more common types of special and incentive pay follows.

Optometrists and veterinarians — These officers receive special pay of \$100 monthly, provided they are on full-time active duty for a period of at least one year.

Physicians — Depending on their particular medical specialty, these officers may receive up to four different types of special pay when they serve on active duty for a period of at least one year. All physicians receive monthly variable special pay at rates from \$1,000 to \$10,000 per year, depending on years of creditable service. If the physicians possess a medical specialty in which they are board certified, they are entitled to additional monthly pay at the rate of \$2,000 to \$5,000 per year. Medical officers who execute an agreement to extend for a period of one year are entitled to additional special pay in the amount of \$9,000 or \$10,000 if they have 10 or more years of creditable service. If they possess a skill designated as critically undermanned, they may receive up to an additional \$8,000 as an incentive for executing a one-year extension agreement. Payments for one-year extension agreements are made annually at the beginning of the agreement.

Dentists — The FY86 DoD Authorization Act established a dental officer special pay structure similar to that for physicians. All dental officers are entitled to receive monthly variable special pay at rates from

\$1,000 to \$6,000 per year depending on the years of creditable service. If they possess a specialty in which they are board-certified, an additional monthly payment at annual rates from \$2,000 to \$4,000 is authorized. A dental officer who executes an agreement to extend for at least one year is entitled to a lump sum payment of additional special pay in amounts ranging from \$6,000 to \$10,000, depending on years of creditable service.

Foreign duty pay — Foreign duty pay is payable to enlisted members assigned to duty at specified places outside of the continental United States. The list of such duty stations is lengthy; a copy is in the *Military Pay and Allowances Entitlement Manual*. Foreign duty pay is not authorized for Navy people who are residents of Alaska, Hawaii, U.S. possessions or foreign countries during any period they are serving within their home state or country.

Monthly rate of payment for foreign duty

E-9	\$22.50
E-8	22.50
E-7	22.50
E-6	20.00
E-5	16.00
E-4	13.00
E-3	9.00
E-2	8.00
E-1	8.00

Career sea pay — This pay is designed to compensate eligible members for the arduous nature of shipboard sea duty. As such, it is payable to enlisted members in paygrade E-4 and above and officers who have accumulated more than three years of sea duty at monthly rates ranging from \$50 to \$520, depending on paygrade and years of cumulative sea duty. Cumulative sea duty only

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applies to shipboard sea duty and should not be confused with sea duty for rotational purposes.

The rules and regulations for payment of career sea pay are contained in SecNavInst 7220.77B. In general, CSP is paid to eligible members on a continuous basis when they are assigned to and serve in ships whose primary mission is accomplished under way (category A). It is payable to crew members of ships whose primary mission is accomplished in port (category B) only when those vessels are at sea or at a port at least 50 miles from the ship's home port.

In determining the years of consecutive sea duty, time in service prior to Oct. 1, 1978, in units whose enlisted crew members were eligible for the former sea pay, is creditable. After Oct. 1, 1978, only time actually served in category A or CSP-qualifying category B ships may be counted. For members assigned to the off-crews of two-crewed submarines, off-crew time is fully creditable from Oct. 14, 1981.

Special duty assignment pay — This pay replaced proficiency pay in FY85. It is monthly pay used first to help obtain high-quality personnel for designated special-duty assignments involving demanding duties or an unusual degree of responsibility and then to sustain adequate manning levels. People serving in the designated skills may receive an additional \$55 to \$275 per month. Details of the SDAP program are contained in OpNavInst 1160.2 series and OpNavNote 1160.

Selective re-enlistment bonus — SRB is retention incentive special pay awarded to members serving in certain selected ratings/NECs who reenlist or extend their enlistments for at least three years. The purpose of the bonus is to increase the number of reenlistments in those ratings/NECs having insufficient retention.

SRB amounts of up to \$30,000 per bonus may be paid to enlisted members who are serving in critically undermanned ratings. A member may receive up to three bonuses, one for each eligibility zone — Zone A (for those with at least 21 months but no more than six years of service), Zone B (at least six but no more than 10 years of service) and Zone C (at least 10 but no more than 14 years of service). Details of the SRB program are contained in OpNavInst 1160.1 series.

Hostile fire/imminent danger pay — All members serving ashore, aboard a ship, or in an aircraft within an area designated as a hostile fire or imminent danger zone are eligible to receive this pay at a rate of \$110 per month. Designated areas are specified in the DoD *Military Pay and Allowances Entitlement Manual*.

Special pay for nuclear-qualified officers — This pay has three categories:

Nuclear officer accession bonus: Naval officers or prospective naval officers, accepted for training for duty in connection with the supervision, operation and maintenance of naval nuclear propulsion plants, are entitled to an accession bonus of \$4,000 when they meet all requirements listed in the entitlement manual and SecNavInst 7220.65 series. Upon completion of training, the nuclear career accession bonus payment is an additional \$2,000.

Nuclear officer continuation pay: Nuclear-qualified naval officers are entitled to continuation pay when they elect to remain on active duty after completion of their initial obligated service. They will receive \$10,000 for each year of additional obligated service. Multiple agreements for three, four or five years (not to exceed 26 years commissioned service) are available.

Nuclear career annual incentive bonus: Nuclear qualified officers

who have completed initial obligated service and who are not serving under a continuation pay agreement, receive an annual incentive bonus of \$7,200 for unrestricted line officers and \$3,600 for limited duty officers and warrant officers.

Incentive pay for submarine duty — There are two types of submarine duty incentive pay — operational and continuous. Operational sub pay goes to both submarine-designated and non-submarine-designated personnel when assigned to and serving in submarines, if not otherwise entitled to continuous submarine pay. Continuous sub pay is paid to active-duty personnel who engage in and remain in submarine service on a career basis. Submarine career screening gates are established at the 12th and 18th year of submarine service to verify members are still eligible for continuous sub pay based on total years of service.

The monthly rate of incentive pay for enlisted members ranges from \$75 to \$355; for warrant officers, \$235 to \$355; and for officers, \$175 to \$595. Each rate of pay is determined by paygrade and years of service based upon pay entry base date.

Command responsibility pay — To recognize the unusual responsibilities of operational commanders relative to their peers of the same grade, the Navy pays \$50 to \$150 per month responsibility pay to officers in operational command of fleet units in paygrades O-3 through O-6.

Aviation career incentive pay — This is incentive pay for aeronautically rated/designated officers and warrant officers (pilots/naval flight officers). Rates range from \$125 to \$400 monthly and are based on years of aviation service, until the 18th year of commissioned service. At that point, rates begin decreasing for officers only, to \$250 per month during the 25th year of commissioned service. Rates for warrant officers re-

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main at \$400 per month.

Aviation career incentive pay may be paid on a continuous basis if the aviator passes certain milestones at the 12th and 18th years of aviation service. To receive ACIP on a continuous basis, through the 25th year of commissioned service, the aviator must have served 11 of the first 18 years of aviation service in operational flying billets. Aviators not eligible for continuous ACIP (and flight surgeons) may receive conditional ACIP if they are assigned to an operational flying billet and fly at least four hours per month. All aviators and flight surgeons must be physically qualified to receive ACIP and are required to undergo annual flight physicals within 30 days of their birthdays. Failure to take an annual flight physical within the prescribed period may cause suspension of ACIP, regardless of primary duty.

Aviation officer continuation pay — AOCP is a continuation pay payable to certain naval aviators, in critically undermanned aviation communities, who execute extension agreements for three, four or six years of additional service. Normally, aviators who execute an AOCP agreement receive a lump-sum annual payment of \$4,000 for a three-year contract, or \$6,000 for a four-to six-year contract. Eligibility criteria for AOCP are announced annually and are based on a minimum number of years of aviation service, a maximum number of years on active duty and specific aviator qualification designator codes determined by the secretary of the Navy.

Special pay for diving duty — Officers and enlisted members who are qualified divers and assigned to billets requiring the performance of diving duty and who actually perform diving duty are eligible to receive diving pay in amounts ranging from \$110 to \$300 per month. Rates of diving pay are determined by the

type and degree of diving qualifications the member possesses. A member who receives diving pay is restricted from receiving more than one hazardous duty incentive pay.

Hazardous duty incentive pay — There are six different types of hazardous duty incentive pay. HDIP is paid at the rate of \$110 per month for both officers and enlisted members which is designed to compensate members for participating in duties considered unusually hazardous.

- **Non-crew member flight pay**— Payable to members required to fly to perform their duties (not as passengers), but who are not designated as crew members.

- **Parachute duty pay**— Payable to members when parachute jumping is required as an essential portion of their duties. An additional \$55 per month is payable to members required to perform high altitude, low opening parachute jumps as an essential part of their duties.

- **Demolition duty pay**— Payable to members required to perform demolition of live explosives, including during training, as a primary duty.

- **Flight deck duty pay**— Payable to members required to participate in flight deck operations, from an air-capable ship, on a frequent and regular basis. A member who receives flight deck duty pay may not receive any other hazardous duty incentive pay.

- **Experimental stress pay**— Payable to members required to perform any of the following duties: as the subject in thermal stress experiments; duty in high or low pressure chambers as a human test subject in thermal stress experiments, inside instructor or observer, or research technician.

- **Toxic material pay**— Payable to members performing primary duties involving frequent and regular exposure to: highly toxic pesticides; live,

dangerous viruses and bacteria in laboratory work; certain highly toxic fuels or propellants used in aircraft or missile systems; and certain chemical munitions.

An additional type of hazardous duty incentive pay for Navy members is crew member flight pay. This is for both officer and enlisted personnel, designated as crew members, who are required to fly on a frequent and regular basis. Rates vary by paygrade and range from \$110 to \$250 per month.

Overseas duty extension pay — Enlisted personnel who agree to extend their tours of duty at certain overseas locations may be eligible to receive special pay at the rate of up to \$80 per month. Instead of this pay, the member may elect to receive a rest and recuperation absence or transportation at government expense during the extension period. Details of this program are found in OpNavInst 1306.1.

Other allowances

Allowances are paid to help Navy people meet expenses incurred while on active duty. Allowances may be paid monthly or on an occasional basis, or in a one-time lump sum payment. Some are paid automatically, others require application to be made. Allowances are not taxable.

Enlisted clothing allowances — Members receive an initial clothing allowance when they enter the service or are recalled to active duty; after six months of active duty, they receive a replacement allowance. There are several types of clothing allowances, based on the actual cost of clothing and situations in which special clothing may be needed. Clothing allowances are usually revised on an annual basis with new allowances effective Oct. 1 of each fiscal year. The amounts of the al-

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allowances are listed in the annual update to DoD Directive 1338.5.

- **Initial clothing monetary allowance**— ICMA generally reflects the cost of a complete sea bag for recruits and for enlisted men and women, and is usually paid "in kind" in the form of a full sea bag issued at recruit training commands.

- **Partial initial clothing monetary allowance** for enlisted members of the Naval Reserve below E-7 (male and female)— This allowance reflects the cost of completing a sea bag for reservists upon reporting for active duty.

- **Basic replacement allowance**— This is an annual allowance paid in a lump sum on the member's anniversary after six months of active duty and until completion of three years of active duty.

- **Standard replacement allowance**— This annual allowance is paid after three years of active service, in a lump sum, on the member's anniversary month.

- **Special initial clothing monetary allowance**— This allowance is for those who must wear clothing of a type not required by the majority of Navy men and women. It goes to men and women upon advancement to chief petty officer, for instance. Rates vary depending on the situation, and payment is made in a one-time lump sum.

- **Civilian clothing monetary allowance**— Certain Navy people who are required to wear civilian clothing in performance of their duties, such as people serving in politically sensitive areas overseas where the appearance of a military uniform could be a source of disruption, receive this allowance. The lump sum payment depends on the seasonal civilian clothing involved. Additional payments may be made for extended tours of duty.

- **Special enlisted supplementary clothing allowance**— This allow-

ance is paid to certain enlisted members whose duties require the purchase of additional uniform items. The amounts of this allowance and the duties for which it is payable are specified in the DoD *Military Pay and Allowances Entitlement Manual*.

- **Officers' uniform and equipment allowance**— Initial uniform allowances for officers range from \$100 to \$300 depending on source of procurement (OCS, Navy ROTC, etc.) and are payable: upon first reporting for active duty — other than training — for a period of more than 90 days; upon completing 14 days active duty or active duty for training; or, when an officer is commissioned in a regular component upon Navy ROTC graduation or enters on active duty as a regular naval officer. Officers are also authorized a clothing allowance to offset the expenses of mandatory civilian clothes when they are permanently stationed in certain overseas locations.

- **Family separation allowance**— This allowance is payable only to members with dependents. There are two types of FSA — Type I and Type II. A member may be entitled to both types simultaneously.

FSA Type I is designed to pay a member for added housing expenses caused by enforced separation from dependents. It applies when Navy people must maintain a home for their dependents and another home for themselves when on permanent duty outside the United States. It is not payable to a member permanently assigned to a duty station in Hawaii (but is payable to members serving in Alaska) or to any duty station under permissive orders (orders taken at no cost to the government).

To qualify for this allowance, which is equal to one month's BAQ at the without dependents rate for the affected paygrade, the following general conditions must be met:

transportation of dependents to the permanent duty station is not authorized at government expense; dependents do not live at or near the permanent duty station; adequate government quarters are not available for assignment to the member and the member is not assigned to inadequate government quarters or housing facilities.

FSA Type II is designed to compensate Navy people for added expenses incurred because of enforced separation from dependents due to permanent change of station, duty aboard ship, or temporary duty away from the permanent command.

Any member may receive \$60 per month when any one of the following general requirements is met: transportation of dependents is not authorized at government expense and dependents do not live at or near the new permanent duty station or home port; the member is on duty aboard a ship which has been away from its home port for more than 30 consecutive days; the member is TDY or TAD away from his or her permanent station for more than 30 consecutive days and dependents do not live at or near the temporary duty station.

- **Dislocation allowance**— Navy members may be entitled to a dislocation allowance equal to one month's BAQ when transferred under PCS orders.

To receive DLA, members with dependents must actually relocate their families with the intention of establishing a bona fide permanent residence at the BAQ rate for members with dependents. Members without dependents, or members who do not relocate their dependents, are entitled to this allowance at the without-dependents rate if they are not assigned government quarters at the new permanent duty station. Dislocation allowances are not automatically paid —

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members must apply at the disbursing office.

Station allowances — When assigned to duty overseas, members may become eligible for station allowances, depending on a variety of factors such as location of assignment, nature of orders, dependency status and the overseas housing and cost-of-living situation. Station allowances are paid to those on duty outside the continental United States to offset any loss of purchasing power that occurs when stationed overseas.

Overseas housing allowance — OHA is not payable in Hawaii and Alaska to service members reporting for duty after Nov. 8, 1985. Members stationed in Hawaii or Alaska receiving OHA or temporary lodging allowance before Nov. 9, 1985, are grandfathered under the Overseas Housing Allowance Program. (Newly reporting personnel are covered by the variable housing allowance system.)

The allowances are authorized by the Per Diem, Travel and Transportation Allowance Committee, based on costs reported in overseas areas as compared to costs in the continental United States. *Joint Federal Travel Regulations, Volume 1*, contains specific instructions concerning the payment of station allowances. Application for these allowances is required, and, in view of varying conditions and rates, members should check with their disbursing officers to determine entitlement. Station allowances are reviewed at least yearly and are subject to change at any time. Generally, the station allowances are as follows:

- Overseas housing allowance and cost of living allowances — These help with the excess housing costs members face while on permanent duty overseas or serve to maintain the purchasing power of military discretionary income. OHA provides

an allowance based on the difference between the member's BAQ or the family separation allowance (Type I), whichever is applicable, and the actual rent established for each area. In addition, there is a supplemental payment, consisting of average utility and initial/terminal occupancy costs for each area concerned. The monthly utility costs are determined by averaging the utility expenses for members in a particular location. The monthly initial/terminal occupancy expense is determined by prorating the average "moving in" and "moving out" expenses for members in a particular location over the average length of time they reside in civilian housing at their location. COLA is based upon the location of the member's permanent duty station, the member's rank and years of service, and the number of dependents authorized to be present at the overseas duty station.

- Interim housing allowance — An IHA may be paid when a member assigned overseas is required to contract for non-government, family-type housing before dependents arrive. An IHA is an amount determined by location, which may be paid for 60 days or until the member's dependents arrive in the vicinity of the member's permanent duty station, whichever is earlier.

- Temporary lodging allowance — TLA partially reimburses members for extra expenses incurred when living in hotel-type accommodations while awaiting permanent housing after reporting overseas. It may also be paid to members awaiting transportation back to the United States after receipt of PCS orders. Although there are provisions for extensions of TLA, the allowance is not usually paid for periods of more than 60 days after reporting to a foreign duty station or for more than 10 days when leaving an overseas station. Daily TLA rates are determined by multi-

plying a given area's travel per diem allowance by a percentage factor based on the number of dependents accompanying a member to the overseas duty station.

Travel allowances — There are a number of travel situations a member might face while on active duty for which the Navy will pay expenses or will, in most cases, reimburse the member with appropriate travel allowances up to the limits permitted by law. Generally, any time a member travels under orders (other than leave orders), the Navy pays for transportation. If a member has dependents, the member's family may travel at government expense when under PCS orders. Dependents may also travel at government expense when a member receives orders in connection with schooling for more than 20 weeks.

The member's dependents, while traveling in connection with a PCS move, are entitled to per diem. Dependents 12 years and older receive per diem of three-quarters the amount a service member would receive per day, while dependents under 12 receive one-half of the service member's amount per day.

A PCS mileage allowance is available for the member and/or dependents traveling in a privately owned conveyance on a permanent change of station move. The rate is 15 cents per mile for one person traveling in the POC, 17 cents for two persons, 19 cents for three persons, and 20 cents per mile for four or more persons.

Because travel allowance computations are complex and the number of allowances authorized varies with each situation, Navy people should check with their personnel and disbursing offices each time they receive transfer or travel orders. Personnelmen and disbursing clerks are experts in the computation of travel

allowances and will help members file their travel claims.

Temporary lodging expense is designed to partially reimburse lodging and subsistence expenses of the members and/or dependents in connection with moving out of permanent quarters in the continental United States, before detaching from the old station and before moving into permanent quarters after reporting to the new station. TLE will pay up to \$110 per day for up to four days. Specific rules are contained in the *Joint Federal Travel Regulations, Volume 1*.

Lump sum leave payments — Upon discharge, transfer to the Fleet Reserve or retirement, members may receive cash for accumulated leave, up to 60 days. Settlement for leave accrued before Aug. 31, 1976, commonly referred to as "saved leave," will include basic pay, BAQ, BAS, and personal money allowance as appropriate. Settlement for leave accrued after that date will include basic pay only. Effective Feb. 10, 1976, a military member can be paid no more than 60 days' accrued leave during an entire military career. Payment for accrued leave made before Feb. 10, 1976, is excluded from this limitation. A member eligible for an accrued leave settlement may elect to receive payment for a portion of the accrued leave, not to exceed 60 days, and have the remaining accrued leave carried forward to a new or extended enlistment.

Personal statement of military compensation — At congressional direction, each service member should receive a PSMC annually. The PSMC details the value of the entire military compensation package accruing to the member. In addition to regular military compensation, the PSMC includes special and incentive pay and allowances and provides the member with the ability to estimate the monetary value of

certain non-monetary benefits. In addition to providing a clearer picture of the entire military compensation package, the PSMC provides the member with a document to assist in establishing eligibility for loans or mortgages, and in comparing his or her compensation to private sector wages.

Allotments of pay

Allotments are big business in the Navy today. Thousands of civilian and Navy disbursing clerks around the world ensure that Navy member's allotments do what they're designed to do. Currently, there are 12 types of allotments in general use.

It is important for Navy people to realize that their dependents, or others to whom allotments have been made, do not receive allotments immediately after application has been made. The allotment is not sent until the end of the month for which it is payable. When requesting an allotment, members should ask their disbursing clerks when the allotment will take effect.

In March 1987, the Navy changed the method of delivery for savings and dependent allotments sent to financial institutions. All savings and dependent allotments are sent via electronic funds transfer, "allotment DDS." A Navy member who wishes to start an allotment to a financial institution must provide the disbursing office with a DDS Standard Form 1199A. Allotment checks are still mailed to a home or business address for dependent and other types of allotments.

Each month the Navy Finance Center receives a number of letters from dependents who report they did not receive a scheduled allotment check. In almost every instance, failure to receive an allotment check on schedule can be traced to the failure

of an active-duty member to notify the center of a change of address. Navy men and women should remember that when they move and wish to receive a check at the new address, they must notify NFC before the 16th of the month.

The center suggests members use the regular change of address cards sent periodically to allotment payees for this purpose. To be on the safe side, it is also suggested that a change of address notice be filed at the local post office so the allotment check will be forwarded.

The Finance Center's job

Maintenance of all Navy military pay accounts and operation of the military pay systems for active, retired and reserve personnel are the main missions of the Navy Finance Center in Washington, D.C. NFC performs the following tasks:

- Maintenance of all Navy master military pay accounts under the joint uniform military pay system.
- Payment of Navy retired and Fleet Reserve personnel.
- Payment of drill pay to Naval Reservists.
- Payment of allotments and issuance of savings bonds for all Navy members.
- Payment of federal and state income taxes withheld from Navy members' pay.
- Collects Navy's out-of-service debts.

Joint uniform military pay system

JUMPS has been in operation fleetwide since 1977. It provides accurate and timely fiscal information with which to better manage the military personnel pay appropriation.

Before JUMPS, forecasting pay and obligations for the pay appropriation

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was only a historically based "guess-timate," since pay was calculated and paid by more than 500 disbursing offices afloat and ashore. Because many of the Navy people who are deployed prefer to let their pay accumulate "on the books" and pay records were closed out only twice a year, it took months for the Navy to determine how much it was actually spending on personnel costs.

Under JUMPS, the Navy's 500 field disbursing offices still hold payday twice a month, but everyone's pay is calculated in Cleveland well in advance of actual payment. This accrual approach permits the service to obligate the MilPers appropriation on a more timely basis. Disbursing offices in the field continue to make pay record changes to reflect promotions and other pay entitlement changes occurring between Cleveland's calculation and the actual payday, but the next NFC calculation reflects those changes in each member's new leave and earnings statement.

The LES is issued monthly to each Navy member and is an up-to-date tool for managing personal finances. The LES provides complete information concerning pay entitlements, taxes, allotments and other deductions to pay, as well as the status of the member's leave account.

A recent redesign of the LES gives pay information in a more easily understood format. All entries are simplified, eliminating complicated codes and remarks. Each statement reflects the sailor's master pay account at the Navy Finance Center at the time the LES is produced. See Page 46 for an example of the new LES format.

On the LES, earnings and deductions are presented in columns. The net pay for the month is displayed as the difference between the total earnings and total deductions. In addition, the LES shows all payments

made to the sailor that were posted to the master pay account since the last LES.

The LES also includes a forecast for the next month's pay period. This forecast reflects longevity increases, allotment starts/stops, or any other entitlement changes expected in the following month.

Forecast amounts are rounded off to the nearest dollar and may occasionally differ from the actual pay received. The "remarks" section of the LES provides amplifying information on any change in pay, as well as periodic administrative remarks (such as listing allotment addressees).

Direct deposit system

DDS is a pay delivery method that allows Navy members to voluntarily elect to have their net pay deposited electronically into a checking or savings account at a financial institution. Available Navywide, two enhancements to DDS make this pay delivery method more attractive than ever to sailors:

- "No-surprise" DDS eliminates deductions of greater than \$100 from a member's next net pay, when those deductions go to pay a Navy debt. The system delays collection of a retroactive adjustment for two months and enables the sailor to work out a payback arrangement.

- "Dual advisory" allows a deployed sailor to have a copy of his monthly DDS statement sent to his home address. This enables sailors in deployed units to provide payment data to their spouses back home.

Personnel who use DDS have a number of additional benefits, including accurate, timely pay regardless of whether the member is on leave, deployed or TAD. The DDS participant doesn't have to stand in line to cash paychecks or make bank

deposits, which eliminates potential for lost or stolen paychecks and reduces the threat of cash theft. Also, a toll free number, 1-800-346-3374, provides sailors with DDS deposit information while TAD or between duty stations.

To start DDS, a "Direct Deposit Sign-up" (Standard Form 1199A) must be completed by the member and the financial institution that will receive the deposit and returned to the disbursing office. Sign-up forms are available at most financial institutions and at all disbursing offices.

Pay/personnel administrative support system

The PASS program was initiated to provide Navy personnel with one-stop pay, personnel and Navy-sponsored passenger transportation services and improve pay and personnel administration between the headquarters and field activities.

When fully implemented and automated, PASS will be the mainstay in the field for support of the overall personnel and pay systems. The PersPay initiative is an ongoing effort to consolidate all headquarters pay and personnel data bases for naval personnel into a single consolidated data center and serve as one source for all pay and personnel systems within the Navy. The PASS Program is a three phased effort:

- Phase I: *Consolidation and colocation of the pay, personnel and transportation offices in the shore establishment.* With the exception of some personnel offices supporting inactive reserves, consolidation is complete for the shore establishment. There are 25 Personnel Support Activities with 159 Personnel Support Activity Detachments in the PASS network.

- Phase II: *Automation of PASS with the Source Data System.* Cur-

Pay and Allowances

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PR NO.		DSSN		DATE		AMOUNT								
NOTATION OF AMOUNT DUE														
NAVCORPT 2285 (7-87)														
(IF YOU HAVE ANY QUESTIONS - SEE YOUR DISBURSING OFFICER) FOR OFFICIAL USE ONLY														

rent and accurate data are the basic ingredients for providing quality customer service. SDS allows the serving PSD to report gains, losses and other events with a single entry that updates the master data bases at NMPC and NFC.

These master data bases then continuously update the local data bases so that the PSD can provide an up-to-date status of a member's official records. In addition, SDS has an inquiry system that provides the means for a PSD to compile and extract information in the local data base for immediate response to customers' inquiries instead of performing a time-consuming records search by hand. SDS has been installed in Hawaii and most of the ConUS PASS network. Upon completion of ConUS installation in FY89, efforts will focus on installing SDS in the overseas PASS network.

- **Phase III: *Bring mobile and afloat units into PASS.*** This phase is under way. It involves bringing approximately 65,000 Navy personnel under the automated pay/personnel support umbrella of PASS who are currently assigned to units without the shipboard non-tactical automated data processing program, called SNAP.

The majority of these personnel are assigned to mobile and afloat communities such as submarines, Seabee units, aviation squadrons and the Fleet Marine Force, MSC ships, etc. Note: the shipboard non-tactical ADP program, SNAP I and II, is installing systems aboard all but the smallest Navy ships. The source data system afloat is being developed and tested as part of the SNAP system. SDSA will perform the same functions for personnel assigned to SNAP-equipped ships as SDS performs for PASS ashore.

The PASS program manager (OP-01B5/NMPC-08) provides pol-

Pay and Allowances

icy guidance to the seven designated PASS major claimants which are NavCompt, CNO, CinCPacFlt, CinCLantFlt, CinCUSNavEur, CNET and ComNavResFor.

These major claimants are responsible for PASS in the field. They provide the funding and material support for the operation of PASS by the Personnel Support Activities and their personnel support detachments within assigned geographical areas.

Each PerSuppDet is responsible for providing pay, personnel and Navy-sponsored transportation services for activities and individuals in an assigned geographical area. The PerSuppDet performs for the customer command such functions as:

- Receipts/transfers processing
- Separation/re-enlistments/retirements processing
- Personnel accounting/diary preparation
- Issuing I.D. cards/DEERS eligibility applications
- Updating records of emergency data/Service Group Life insurance changes
- Educational services/advancement examinations
- Payday processing/supplemental payments
- Transportation management/travel processing
- Travel claims processing
- Passport/visa processing
- Pay and service record maintenance
- Command rosters/management reports
- Process TemAc and Fleet Reserve recall to active duty

Each customer command supported by the PerSuppDet assigns a PASS liaison representative to serve as the command coordinator for pay, personnel and Navy-sponsored, transportation-related matters. Many of the administrative functions performed by the customer

command require some processing through the PerSuppDet and/or service and pay record entry, such as:

- Leave requests
- Enlisted performance evaluations
- Non-judicial punishments/return of naval deserters
- Miscellaneous pay and service record entries for Naval air crewman designation/disqualification, diver designation, NEC assignments, hazardous duty assignments, etc.

In addition to PersPay and SDS, other automated systems have been instituted at various PerSuppDets to assist PASS in providing more timely and accurate accounting of pay, personnel and transportation functions.

The majority of these are interim systems and will ultimately be incorporated into SDS.

- Computer-aided documentation originated system: The CADO system was initially implemented to provide word processing support to the PerSuppDets. However, it has been enhanced to include a local data base and some ADP features to assist with pay processing. SDS replaces CADO.

- Officer assignment information system/enlisted assignment information system: The OAIS/EAIS systems are being developed and implemented to automate the officer and enlisted distribution network and will standardize all officer and enlisted orders into one common format. These systems will function as part of SDS and will distribute permanent change of station orders directly to the PerSuppDets.

- Standard transfer directive module/availability reporting and tracking module: These systems have enhanced the enlisted availability order-writing systems to assist in moving students along the pipeline at training commands.

- Microcomputer claims processing systems: This system has resulted in increased accuracy and faster processing of service members' travel claims.

- Uniform microcomputer disbursing system: A set of computer programs built to aid PerSuppDets in the quick, easy computation of payrolls and reduce the day-to-day chores of maintaining Navy members' pay accounts and assist with payday processing. UMIDS is primarily used at overseas PSDs, and is scheduled to be replaced by SDS.

- Defense enrollment eligibility reporting systems/real time automated personnel identification system: The DEERS and RAPIDS systems were developed to assist in preventing fraud, waste and abuse. When fully implemented, they will provide computer-based means to maintain a central data base to be used in validating entitlements. The RAPIDS system will be used to issue identification cards and greatly increase control over those who receive them.

The PASS program, with its automated SDS support, is making major improvements in the way we conduct day-to-day pay and personnel administration.

These improvements, in turn, are resulting in better service to Navy people. □

Reminder

A limited number of additional copies of this article and of each *All Hands* issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005.

Mail Buoy

Why "it?"

I recently subscribed to *All Hands* in order to remain in touch with what is happening in the U.S. Navy. Your June issue had an article I very much looked forward to reading. It concerned the reactivation of USS *Wisconsin* (BB 64). I served aboard USS *Colorado* (BB 45) during World War II as an enlisted fire controlman.

The article was interesting and well-written. But one thing struck me as odd. Has the Navy stopped calling ships "her" or "she"? Throughout the article, the author, a PHI reservist, kept referring to *Wisconsin* as "it."

I know the Navy has many traditions, but it seems to me that calling a ship "it" is like calling bulkheads "walls."

—Frank Marolt USN (ret.)
Chatham, N.J.

• *Official All Hands policy in this matter is to follow the Associated Press Stylebook, which says, "Do not use 'she' in references to ships or nations. Use 'it' instead."* —Ed.

Facts need checking

I am presently serving on board USS *Yellowstone* (AD 41). In your January 1988 issue, you printed a statement in your magazine made by an EMCS regarding the "old minesweepers." The statement refers to the ability of the *Avenger*-class minesweepers to stretch a cable out the aft end of the ship and pulse it with a high charge of electricity. The article states, "that's something the old minesweepers could not do."

If you will research this, you will find that the USS *Fidelity* (MSO 443) came from the shipyards in the mid-fifties with four Packard V-12s. All four of these engines were used during normal under way periods.

When the ship went into minesweeping mode, two of the engines were taken off main propulsion. They were then used as the prime mover for the two generators which provided the large current that would flow through the cable that was being towed astern in the water.

This high current flow produced a large magnetic field which would then

be detected by the magnetic mines, thereby setting them off. Also, a 300 KVA, hydraulically driven, variable speed generator was available. I was upset that *All Hands* would print such things without checking them out.

—MM3 Daniel L. Williams
USS *Yellowstone* (AD 41)

Old MSOs still kicking

While sitting on the fantail watching three "old mine sweepers" hunt the Southern Mine Line here in the northern Persian Gulf and reading the January 1988 issue of *All Hands*, I felt compelled to write this letter.

I am referring to the article, "Avenger comes on line." I guess the old saying "better late than never" would have fit somewhere in the article, but that's another story. The part that disappointed and angered me was the way you talked about "old MSOs." Please, don't put us to rest yet, at least let us stick around until one of the new "state of the art" MCMs paint 10 mines on its bridge wing. I guess we just got lucky while we were "out feeling about in the dark."

I was glad to read that the new MCMs have the capability of deploying the traditional cutting cables (sweep wires, as old sweep sailors affectionately call them) to sever the mooring cables of those old-fashioned mines. These old mines have sure slowed down modern shipping here in the Gulf.

I guess if something works well you stick with it. That could also be the reason for the "old MSOs" being here. What do you think? As far as "absolutely no magnetic signature," they probably don't use any old-fashioned tools like hammers, wire cutters, marlin spikes or a swedge machine.

The modern capabilities of the mine neutralization vehicle will add new dimensions to mine hunting. At least it did for "old MSOs" when we tested the ROV Trail Blazer about a year ago.

One more thing, to the E-8 electrician's mate — by any chance could that 1,000-foot electric cable be a mag cable? If it is, the "old MSOs" have been streaming and pulsing them for a good many years, even though some people still think the "old MSOs" couldn't do that. It was the "old MSOs" that cleared

the way for the new MCMs.

—BMI(SW) Kevin LaFleur
USS *Inflit* (MSO 456)

I have just read the article on USS *Avenger* (MCM 1) in the January 1988 *All Hands* and as a former MSO sailor, I feel that this ship is a positive step in the long-neglected field of mine countermeasures. I am very impressed with the ship's capabilities, but I must take very strong exception with Senior Chief Thorsell's statement that the "old MSOs" were not capable of sweeping magnetic mines. The MSOs that I served in during the 1960s were equipped with a 1,000-foot "magtail" which was used to detonate magnetic mines in precisely the same manner as *Avenger*. Some of these superb little vessels are still in commission and while it has been a number of years since I've seen one, I can't imagine magnetic minesweeping capabilities being removed from them.

—ETCS(SW) Timothy Fox
USS *Arthur W. Radford* (DD 968)

There is some mistruth in your January issue of *All Hands*. The article written on USS *Avenger* (MCM 1) has statements that degrade *Avenger's* predecessors.

I am stationed on board USS *Exploit* (MSO 440). I have plenty of minesweep knowledge and can tell you that every ship in the water produces a magnetic signature. The trick to a sweep is to make it as little as possible. The other statement on page 15, third column, second and third paragraph, "No other minesweep could pulse an electrical charge to detonate magnetic mines." That, sir, is a lie. USS *Exploit* was for 1987, the only sweep that could do it on the East Coast. All sweeps have the capabilities to the same.

I'm not sure, but has *Avenger* ever put her gear in the water? I think your journalist should have done some research on sweeps before he went to *Avenger*. Stop and see *Exploit* for the real "sweep" story.

—ENC(SW) Robert Leppert
USS *Exploit* (MSO 440)

• *See the March 1988 All Hands for coverage of the current exploits of the "old MSOs."* —Ed.

What's in the U.S. Constitution?



This is a survey designed to help you assess what you know about the U.S. Constitution, including its amendments. For each section, check "yes" if the item is in the Constitution or permitted by it or "no" if it is not.

Which of the following phrases are included in the Constitution?

- | | Yes | No |
|---|-------|-------|
| 1. "We the People of the United States" | _____ | _____ |
| 2. "We hold these truths to be self-evident, that all men are created equal" | _____ | _____ |
| 3. "We mutually pledge to each other our lives, our fortunes, and our sacred honor" | _____ | _____ |
| 4. "That government of the people, by the people, for the people, shall not perish from the earth" | _____ | _____ |
| 5. "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof" | _____ | _____ |

Does the Constitution permit the Congress to:

- | | | |
|---|-------|-------|
| 6. Pass a law without the president's approval? | _____ | _____ |
| 7. Remove a president from office? | _____ | _____ |
| 8. Raise and support armies? | _____ | _____ |
| 9. Declare Christianity to be the official religion of the United States? | _____ | _____ |

Does the Constitution permit the President to:

- | | | |
|--|-------|-------|
| 10. Declare war against a foreign nation? | _____ | _____ |
| 11. Pass a statute without the approval of Congress? | _____ | _____ |
| 12. Remove members from the Supreme Court? | _____ | _____ |
| 13. Make valid treaties with foreign nations? | _____ | _____ |

Does the Constitution permit the members of the Supreme Court to:

- | | | |
|--|-------|-------|
| 14. Have jurisdiction over controversies between two states? | _____ | _____ |
| 15. Suspend the Bill of Rights during time of war? | _____ | _____ |
| 16. Hold office for life? | _____ | _____ |

Key: "Yes" responses are 1, 5, 6, 7, 8, 14, 16





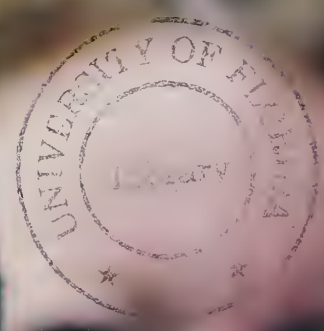
‘America’s Finest City’ ● Page 18

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1988



Navy women
Part of the team

59.05
+16

PERIODICAL
PERIODICAL

EN3 Ann Marie Daub serves as
a whaleboat crew member
aboard USS *McKee* (AS 41).



D-207.17-855

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Photo by David Fraker

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Duty at NAS Lemoore

17 DACOWITS

A focus on issues

41 Rights & Benefits, 6

Retirement

Front Cover: Women plane captains at NAS Oceana, Virginia Beach, Va., look ahead to broadened career opportunities. See story, Page 10. Photo by PH1 Harold Gerwien.

Page 2: Navy Currents takes a look at recent policy developments likely to affect the careers of Navy women through the next decade and beyond.

Inside Back Cover: Mail Buoy/Reunions

Back Cover: YN2 Sandra McClure at VAW 110, NAS Miramar, San Diego, is one of the thousands of women "making a difference" in the Navy. See story, Page 18. Photo by PH2 Trenton James.

Navy Currents

Progress of women

Since 1972, the number of women in the Navy has increased from approximately 7,000 to 54,000. This expansion has changed the complexion of Navy life and presented new challenges to Navy leadership.

Last December, a Navy study group's *Report on Progress of Women in the Navy* was published. It took a close look at the integration of women into the Navy.

According to Vice Adm. Leon A. Edney, Chief of Naval Personnel, the study group was an initiative of then-Secretary of the Navy James H. Webb Jr. However, the need for a study became more apparent after reports of incidents of sexual harassment in the Navy by the Defense Advisory Committee on Women in the Services. "As Secretary Webb was setting his goals for his tour, there was a report from a DACOWITS visit to the Western Pacific that indicated there were areas of concern that needed to be looked at," Edney said. "We took the results of the DACOWITS report and wove that into the already-generated initiative that Secretary Webb had put on the table."

The result was a report that will have far-reaching effects for the Navy. "I think it's the most substantive document that's ever been done on the status of women in the Navy," said Edney. "Forty recommendations out of that report have been approved by the Chief of Naval Operations and SecNav, and we're in the process of executing those recommendations."

The report covered topics such as officer and enlisted career progression, sea/shore rotation for enlisted women, career opportunities, and quality of life and women's health issues.□

Sea/shore rotation

The study group reported that the sea/shore rotation policy for women, outlined in NavOp 65/87, was misunderstood, according to Cmdr. Charles D. Carey, women's policy coordinator to the Chief of Naval Personnel. "They said we need to revise the policy, taking into consideration things like recruiting women into nontraditional ratings, rating entry and general apprentice procedures, and how we assign women to sea," he said.

The revised policy, outlined in NavOp 33/87, was sent out in April and reflects these concerns, as well as "grandfathering" women on overseas tours. That means a woman on an overseas tour who is due for a tour stateside will get a ConUS assignment. If her rotation is for back-to-back overseas assignments, counting as sea duty, she may be assigned to either another overseas tour or to a ship.

"There are still some limitations," said Carey, "but eventually we should be able to approach a sea/shore rotation very similar to what the men experience, rating for rating."□

Chance to advance

The study group addressed advancement opportunities for junior women. "They discovered that a lot of female GenDets — general detail E-3 and below, non-designated airmen, firemen and seamen — appear not to have the same upward mobility as males," Cmdr. Carey said.

The Navy must control the number of women in certain ratings to avoid upsetting the sea/shore rotation balance. "We weren't creating a lot of female firemen," Carey explained, "because there weren't a lot of billets to assign them to sea duty, and there were not a lot of shore billets available. If we created a lot of female firemen, there was no place to send them."

This meant that a larger proportion of women became airmen or seamen GenDets; but then, because of restrictions in striking procedures, women didn't find opportunities to advance. "What we're going to do is reduce the number of female GenDets and get it back into what we think is appropriate for the overall number of enlisted women in the Navy," said Carey.

This reduction will eliminate the logjam of junior non-designated women trying to get ahead. "We are also going to make other proposals that will ease the procedures by which both men and women advance, making them less complicated."

The plans also call for more women to be recruited specifically to nontraditional ratings, instead of bringing them into the Navy as GenDets. In addition, more "A" school billets in engineering, deck and other ratings will be opened to women.□

More at-sea billets

The study group also recommended assignment of women to selected combat logistics force ships — combat store ships, oilers and ammunition ships — and to air crews of EP-3 shore-based aircraft with fleet air reconnaissance squadrons. In September, USS *Cimarron* (AO 177), in Pearl Harbor, and USS *Monongahela* (AO 178), in Norfolk, will be the first CLF ships to have women assigned.

Women can be assigned to any billet on a CLF ship. However, the Navy will start off in a measured way — with about 10 percent of the crew composed of women — and gradually work up to a 22 or 25 percent female composition. That limitation is not discrimination by the Navy; the percentage of women in non-traditional ratings is so small that there aren't enough to fill many of those billets. "We need to shift that skill mix of women from predominantly 'traditional' — administrative and medical ratings — over to an appropriate balance," said Cmdr. Carey. "Once we accomplish *that*, then we'll find it's a lot easier to fill those billets at sea."□

Pregnancy, sexual harassment studied

Pregnancy, according to the study group's report, is perceived to be a problem by commanding officers, because of lost time, personnel turnover and administrative workload. But the group also found conflicting opinions and inaccurate, outdated information. It recommended a study be done on this particular issue. Cmdr. Carey said the Naval Personnel Research Development Center in San Diego is starting a study this summer. "It will run for three years so we get a full spectrum — on ships, in squadrons, overseas, in isolated duty areas and in ConUS. It will give us a broad view of what's happening in the Navy and how it affects mission areas," he said.

The study group addressed the issue of sexual harassment, following up on the DACOWITS report last summer. It found that sexual harassment is a real concern among Navy women and that there was a lack of confidence in grievance procedures. NavOp 35/88 emphasized the CNO's

policy of no tolerance of sexual harassment in the Navy, requiring additional training of all Navy personnel on the subject by July 1. Vice Adm. Edney explained, "When we looked into sexual harassment, we found that the Navy wasn't sensitive enough.... We certainly didn't find widespread sexual harassment ... such as bodily contact. But verbal harassment we found to be far too prevalent in commands throughout the Navy." He said the training requirement by the CNO is designed to deal with this lack of sensitivity. "We want to communicate to Navy women that you don't have to put up with verbal harassment. The command leadership and leadership in the Navy as a whole doesn't expect you to put up with it."□

Education initiatives

Increased training was one of the recommendations by the study group to deal with health issues and on-the-job relationships. The Navy is pursuing this avenue aggressively, according to Capt. Giles R. Norrington, Naval operations director of the total forces training and education division. The education process will address aspects of human relationships ranging from basic sex education and pregnancy through awareness of sexual harassment and sexual discrimination.

Training will begin in the recruit training commands and "A" schools and continue through senior enlisted leadership courses and the Senior Enlisted Academy. Officer training will also be affected. "It will be a body of training that will help men and women understand their relationships to one another in the work place — professional relationships," Norrington said. "It will also address personal relationships with respect to unplanned pregnancies, human sexuality and sexually transmitted diseases."

Vice Adm. Edney described sailors — both men and women — as tough and resilient. "When you think of somebody working down on the pier, you think of a tough-skinned individual. Well, our sailors are that way," he said. "Within that environment, though, there's an expectation that all individuals will be treated with dignity, that we don't demean the value of an individual, regardless of gender or rank. That's part of our commitment to positive leadership."□

A shipmate is a shipmate

Story and photos by Dave Fraker



Thirty feet above the crane deck of USS *McKee* (AS 41), Boatswain's Mate 3rd Class Kathleen Ellison guides a 500-pound cradle into its mooring slot and anchors it by driving a pin into place.

Certain that the cradle is secure, Ellison unhooks her safety harness to climb down the 30 narrow steps to the crane deck. As she makes her descent, another woman, operating the 30,000-pound crane with the attached cradle, shuts down her machine on the order of her supervisor, BM2 Doreen Dower.

In the past 10 years, women have taken on more operational, sea-oriented responsibilities and their contributions to the Navy's mission continues to grow in less traditional women's jobs, such as operating cranes, rigging ships, weighing anchors, hauling lines and other jobs most often found aboard ship.

McKee is one of 59 non-combatant Navy ships to have women assigned as part of the permanent crew. The San Diego-based ship is a submarine tender with a crew of 1,250 — 350 of which are women.

McKee's commanding officer, Capt. A. E. Walther, believes the women on board his ship have a very positive impact, by helping to stabilize the crew. "In some cases, women carry more than their share of the load. They are trying hard to prove they belong on ships," he said.

Walther said that from his perspective, women are capable of handling all of the traditionally male shipboard occupations. "I don't know of any job," he said, "that can't be done by a woman, including mine."

McKee has been awarded the Battle Efficiency "E" as the best submarine tender in the Pacific Fleet for the past three years and also was awarded the Golden Anchor for retention in 1986. Walther said that

some inherent problems and adjustments come with having a mixed-gender crew. For example, during "man-overboard" drills a seven-member boat crew never has more than two women on board and fire-fighting parties have a gender balance, based on ability.

Need for role models

According to Walther, the presence of women in the crew presents challenges an all-male crew does not. "I don't have enough role models for my junior female sailors," he said. "I wish I had more senior enlisted women on board."

"I have three female chief petty officers and just a few first class petty officers," Walther continued. "But I know we will have more senior women as we continue to retain, promote and develop more female leaders."

The biggest problem is unplanned losses.

"About six women become pregnant each month and the Navy requires they be sent off the ship to a temporary shore duty assignment after their 20th week. That is an unplanned loss we cannot fill by simply detailing in a replacement."

"Once we decrease this unplanned loss and rework the rating advancement process to make it more fair to both men and women, then we will reach an integrated and balanced Navy," said Walther.

On board *McKee*, as with other ships with mixed-gender crews, certain adjustments in lifestyle and attitudes must be made by both the men and women. According to *McKee's* Command Senior Chief, Torpedoman Senior Chief Carl Cobb, male sailors sometimes have a tendency to be overprotective of their female counterparts and try to shelter them from what they deem to be disagreeable shipboard duties and experiences. But a ship can't be



TMSN Melissa Prosser (left) with a .50 caliber machine gun. A *McKee* motor whaleboat (above) has two women in its seven-person crew.

run properly in this manner and Cobb said that male sailors "have to learn to treat women as equals."

Cobb said he had noticed a very positive trait among women sailors — their persistence. He pointed out that they "go after what they want and don't accept 'no' for an answer."

It may well be this persistence on the part of female sailors that encourages Cobb to see a different Navy and a different *McKee* in the future. "Someday," Cobb said, "I see *McKee* with a woman serving as executive officer, with other women in charge of departments." He added with a smile, "I wouldn't be surprised to see a woman as command master chief."

A shipmate is a shipmate

For the women deck plate sailors who live and work aboard *McKee*, the challenges of shipboard life and work in nontraditional ratings aren't that much different than those faced

by the tender's male sailors.

Fireman Sharon Cameron is a machinery repairman aboard *McKee*. Her field is one most women don't often opt for when joining the Navy. But according to Cameron, "Once you learn the trade and experience it, being an MR is not a bad job. Taking a chunk of steel and making something that is very precise is exciting."

Job satisfaction is an important result of Cameron's service aboard *McKee*. The Fairfax, Va., native said her life was going nowhere before she entered the Navy. "After high school, I started working as a bookkeeper and clerk typist. I didn't want to do that for the rest of my life."

Cameron is impressed by the

equality she's seen during her time on board the ship. "Women get the same assignments, take the same exams, and do the same jobs," said Cameron. "A shipmate is a shipmate."

Ship safecracker

MR2 Carol Olson serves as a *McKee* locksmith and takes obvious pride in her work. "There is only one safe I haven't been able to crack," Olson claimed, "and it had to be torched open because of a broken part in the tumbler mechanism."

Olson said she signed up for the MR rating because it sounded interesting and the field was wide open. She made second class in two and a half years.

Olson has a little over a year left on a four-year enlistment. Before the Navy, she managed a fast-food restaurant and said she's never regretted her decision to join the military.

Because of her naval experiences, Olson feels that "every person coming out of high school should do a two-year hitch in the military."

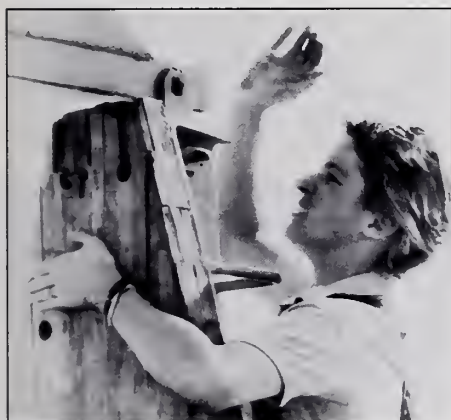
Fire! Fire! Fire!

The ship's intercom blares —



SN Annette Marshall, sailor and mother, proudly shows off her children (above) as EM3 Heather Stewart (right) stands down after a fire drill.





USS McKee (above) has 350 women crew members, one of whom is BM3 Kathleen Ellison (left), here mooring a 500-pound crane cable.

is piped throughout the ship as another drill ends.

"When under way, these drills are a way of life," said Stewart as she removed her OBA, exposing beads of sweat on her face.

The Moses Lake, Wash., native said she knew nothing about electricity before joining the Navy. Since enlisting she's learned a lot about electricity; the most important thing she has learned is respect. "I got my first and only shock when working on a switch that supplied power to a submarine," she said. "I found it pays to fear electricity."

When *McKee* made a visit to Seattle, Stewart brought her mother on board for a tour. According to Stewart, her mother was in awe. "She was amazed at all the tools and equipment I had learned to operate," said Stewart, "and was very proud of what I had accomplished."

Shop "Super"

There are about 100 different shops on *McKee*. Interior Communi-

cations Electrician 1st Class Edna Clark is one of 10 women on board who are shop supervisors. In charge of the IC shop, Clark supervises 10 people.

Clark, who is on her second enlistment, has quickly climbed the promotion ladder to her present position. "I was advanced each time I took the IC exam," said Clark. "I feel I've done well."

Clark, who plans to apply for the limited duty officer program, has had few problems being accepted as "super" in her shop. "Once people get to know me and how I operate, then the shop runs smoothly," she said. According to Clark, her number one priority is to do assigned tasks right the first time. Her second priority is advancement. "We always have study groups," said Clark, "and we study as a team. I want to give everyone every opportunity to advance."

Getting a fair shake

Damage Controlman 2nd Class Robin Kaler is *McKee's* damage control petty officer. As part of her responsibilities, she sets up training programs and administers DC test-

"Fire! Fire! Repair Locker Five respond!" Electrician's Mate 3rd Class Heather Stewart reacts immediately. She comes running through a hatch, carrying heavy rubber boots and a thick rubber pad in one hand and her electrician's tool kit in the other.

During a shipboard fire, Stewart is fast but systematic as she carries out her fire party duties.

With her oxygen breathing apparatus on and functioning, she enters the compartment to secure power before the rest of the fire party, made up of both men and women, enters the space.

"Fire's out, secure the fire party,"

ing. She is also involved in every major damage control evolution during general quarters at sea.

Kaler, who said that the Navy has taught her more in four years than she could learn in college in the same amount of time, feels that the majority of women sailors are assets to the Navy. Before joining the Navy, the Maine native managed a department in a large store and likes the challenge of doing something completely different.

Kaler said that the women who are "getting a fair shake are the ones who work for it and deserve it."

Sea mom

With a wealth of experience that comes from having served 13 years in the Navy, Yeoman 1st Class JoAnn Jones is affectionately known as "sea mom."

Jones began her Navy career as an air traffic controller but found the

hours too demanding. She cross-rated to yeoman to spend more time with her family. She has just completed her third year on board the tender and has, in a sense, become advisor to many of *McKee's* young sailors, especially the women. She has seen a full range of attitudes from women.

"I've seen some women go from 'I want to get pregnant so I can get off the ship' to 'I can't wait until I make first class,'" Jones said. "Most of the females that report on board are 18 years old, and the last thing they did before enlisting was have their mothers buy them prom dresses. When they come here and find out they have to overhaul a 30,000-pound crane, they go through some real behavior problems before they find they can do the job and still be feminine."

Jones feels that there is still a lingering perception in society that

places women on a less-than-equal footing with men. "There is a bumper sticker," she said, "that reads, 'A woman has to do the job twice as good, to be thought half as good.' Unfortunately, that is the way some people still think."

A look to the future

Whether it's operating a 30,000-pound crane or acting as a supervisor (and role model for women new to shipboard life), women have assumed a growing number of operational at-sea billets during the past 10 years. And each year more opportunities and challenges confront women in the Navy.

Said Edna Clark, "Like everything else in life, I think you get out of the Navy what you put into it." □

Fraker is the editor of The Golden Eagle, and works in the Public Affairs Office at NAS Lemoore, Calif.



MRFN Sharon Cameron operates one of several lathes in *McKee's* machine shop.





HT3 Doreen Forrester (left) cuts sheet metal for a locker. *McKee* sailors (bottom left), MRFN Sharon Cameron, HT3 Cindy Becker, EM3 Lisa McKinnon and HT3 Ranell Patterson, prepare to "hit the beach." IC1 Edna Clark (seated below) and her IC shop crew.



Looking ahead

The Navy's senior woman line officer talks about what a woman needs to succeed in today's Navy, and the Navy of tomorrow.

Story and photo by JOC Robin Barnette

One sure thing that can be said about Navy women — without reservation — is that they're here to stay. In the Navy of the 1990s and beyond, women will continue to be an integral part of our Naval forces.

But what opportunities will women have and what is their key to success in the future?

"Some of us in the past tended to look at the glass as half empty. I suggest there needs to be a new focus on the glass as half full," said Rear Adm. Roberta L. Hazard, the Navy's senior woman line officer, currently the director of manpower and personnel for the Joint Chiefs of Staff. Speaking in her office in Washington, D.C., she said she believes that the Navy has reached a crossroads in opportunities for women.

"We've been marching down one road and now there are new avenues opening up," said Hazard, who joined the Navy in 1960.

Women have come a long way since her early days in the service. A major turning point was reached in 1967 when a new law removed numerical limits on the total number of women in the services and ended promotion restrictions on women officers.

In the 1970s, the Navy increased the numbers of women and also opened the majority of officer communities and enlisted ratings to women. The first women entered the Naval Academy in the '70s and women served aboard ship as part of the ship's company for the first time.

During the 1980s there has been a quiet consolidation of women's roles in the Navy. At least, that had been the case until 1988. The opening up



Rear Adm. Roberta L. Hazard

of seagoing billets aboard selected combat logistics force ships, more billets with shore-based fleet air reconnaissance squadrons, plus new attention to career paths for women officers, have all broadened horizons for Navy women.

"I think we now need to energize ourselves to make these new oppor-

tunities work — and I'm talking about both men and women. That is going to take some hunkering down and some concentrated effort," Hazard said.

New opportunities equate to new challenges, and the challenges have an impact on everybody. "We're talking about social change," explained Hazard. "It is fundamentally a change that causes disruption in the expectations of both men and women — men as to the roles of women and their attitudes toward women, and changes in the attitudes of women themselves toward what should be expected of them, what they should be required to do."

Altering set ideas about what women's roles are is difficult for many people. "Social change does not come to human beings very comfortably or easily and it normally takes a good deal of time to work out comfortable new patterns of thinking. That's what we're in the midst of," Hazard said. The admiral added that the availability of new billets aboard combat logistics force ships may stimulate more discussion as everyone adjusts to this new opportunity for women.

Women made major contributions to the Navy during both World Wars, and they have been a part of the regular Navy since 1948, when President Truman signed a law abolishing the auxiliary status of military women. But even though women have been a part of the Navy for 40 years, they are still a minority, making up only

nine percent of the Navy population. As such, they are still learning to function in a male-dominated organization. It is challenging to become part of a new group in any situation, but especially for a minority member.

"I think some women lack the self-confidence to move into the middle of an established team, because they don't want to make themselves vulnerable," said Hazard. "That would be true of some individuals in any group, and it certainly wouldn't apply only to individuals who are minority members." She pointed out another factor that may apply by comparing the experience of Navy women to that of a student attending a new school and trying to make friends. "There are established groups. Sometimes those groups, unintentionally, by virtue of their own dynamics as a group, keep people on the margins. There's nothing malevolent in that," she said, "it's just the continuity of an established group operating with newcomers."

Action must be taken to enable women to overcome the effect of group dynamics in Navy settings, and leadership is a key element, according to Hazard.

"One of the challenges for leadership within the Navy is team building," she said. "For optimum productivity and morale you have to have all the members of the team ... working together, in concert, to get to their goal. We need to make sure that that kind of team identification and folding in of *all* the members, including the female members of the team, is going on today if we want to be as successful and cohesive as we should be. I think leaders really need to look for ways to fold in those who may be left on the margins of the group."

Hazard emphasized that this doesn't just happen at senior man-

agement levels. "It really starts with the LPO who recognizes that ... for optimum productivity he's got to have everybody pulling in the direction that he wants his work center to go. He's got to recognize the essentiality of *everybody's* contribution."

However, it isn't simply the responsibility of management to bring women into the team: women have a responsibility to join the team.

"Women need, through their own initiative and with the support of the institution, to make sure that they know the job, that they do the job, and that they meet the highest standards in order to avoid any derogation of the mission of the Navy," Hazard said. "And with their credible performance comes acceptance."

Hazard stressed the importance of professionalism. "I go back to one of the favorite things that I say to women audiences," she said, referring to her frequent addresses to women's groups. "Women must be professional.... I absolutely believe that success in our world equates to *not* what's in it for me, but what can I contribute? [The Navy is] fundamentally a service organization and to those who contribute most, I am absolutely convinced will come the greatest rewards. That requires a large amount of selflessness, which is not necessarily fashionable, either among men or women."

Professionalism means more than technical knowledge and the skillful application of management techniques, Hazard said. It also means identifying certain qualities of character valued by an organization — whether it's the Navy or a private corporation — and honing them.

"From my perspective in the Navy," she said, "those qualities include flexibility. I think that we've got to be flexible, to adjust to changing priorities, changing leaders, changing expectations, changing duty stations.... I think it requires

loyalty — loyalty to the institution, loyalty to the chain of command, and a loyalty which requires that we know our jobs.... I think the institution requires moral courage. And I'm talking here about integrity. We need to hone our moral values and to have our actions comport with what is right. The individual who is a cheat and a liar and an abuser of others ... ultimately is not going to succeed in this organization.

"I also think that the institution expects 'positivism,' and what I connect with positivism, which is enthusiasm.... If you mope around and groan and moan, you're not going to be welcome within the group, whereas if you really like to take charge, move out and get the job done — and be positive about it — you'll find, number one, that you enjoy it, but number two, that your acceptance [by the group] is about 50-fold greater than the down-in-the-mouth type will receive."

Navy women are facing new opportunities with the expansion of at-sea billets in significant numbers and wider dimension, said Hazard, and this in an environment where the Navy's military and civilian leaders are emphasizing proper attitudes toward women, and others, as essential to the Navy's mission. "We have to take ownership for what happens next," she said. "New opportunities mean new responsibilities — responsibilities shared by women and men in the interests of the Navy."

She encourages Navy women to take the long view of things: change isn't achieved overnight. "The challenges are extensive, but you must get in and work to make positive things happen," Hazard said. "Don't just complain or get out of the Navy. *Change is possible*. We have proven that over and over again."□

Barnette is a staff writer for All Hands.

Sexual harassment

Story by JO1 Lynn Jenkins

Newspapers and experts across the country have focused the public's attention on allegations of sexual harassment in the military during the past year with headlines like "No Excuse for the Harassment Women Face in Armed Forces," and "Navy Men Need to Learn the Right Way to Treat Women."

For many, reading about allegations of sexual harassment within the Navy came as a surprise. "When I read about it in the newspaper, I was surprised. It was an eye-opener," said a female chief petty officer, referring to a well-publicized incident involving a commanding officer of a ship on a Western Pacific cruise last year.

The Navy is taking aggressive action to correct the problem and increase awareness of sexual harassment problems. By July 1, 1988, sailors throughout the Navy must receive training on the recognition and prevention of sexual harassment. The Navy has also taken steps to emphasize the importance of identifying and correcting problems of sexual harassment and made the Inspector General's "Fraud, Waste and Abuse" hotline available to persons who feel their sexual harassment complaints have not been resolved by the chain of command.

Not only were there accounts in

newspapers detailing cases of blatant sexual harassment, but two independent groups investigating the progress of women in the armed services found evidence last year of sexual harassment in the Navy. Both the Defense Advisory Committee on Women in the Services report and the Navy Study Group's *Report on Progress of Women in the Navy* cited sexual harassment as a problem in the Navy.

The study group's findings showed that although both verbal and physical harassment are present, the most prevalent forms of sexual harassment were sexist jokes and demeaning comments. A much less frequent form of sexual harassment entailed "coercive behavior on the part of a senior," according to the study.

The main cause of sexual harassment in the Navy might be a lack of communication and education. "Men and women often differ in their perception and definition of sexual harassment," the study group noted. According to its findings, "Women perceived sexual harassment to be rampant and blatant; men perceived it to be infrequent."

Women also felt that individuals in the chain of command would not support them in the case of a complaint but would support the senior, usually a male. Men thought that

whether or not they were guilty, the command would side with the woman.

The study group also found that Navy women felt that they are harassed and put down by being assigned to administrative work and not being allowed to work in their ratings. Men felt that women get favored treatment by being assigned to 'cushy' jobs.

Pregnancy was another issue involving possible sexual harassment in the work place. Women believed that when they became pregnant, they were often unnecessarily restricted from some tasks in their ratings, while men thought that women used pregnancy as an excuse not to do their jobs.

How allegations of sexual harassment were reported was also investigated by the study group. Men felt that any sexual harassment complaints went directly to the commanding officer, while women perceived that complaints of harassment were blocked by middle management and did not reach the commanding officer.

All Hands interviewed Navy men and women from the fleet to discuss the issue of sexual harassment and publish their thoughts and perceptions about the problem: what it is, and what's to be done about it.

Editor's Note: Our discussions with sailors did not dwell on blatant examples of misconduct, but on the less obvious forms of harassment. We talked to sailors with both ship and shore experience, interviewed experts on the subject of sexual harassment, legal representatives and Navy policy-makers. In an effort to get frank answers from Navy men and women of all ranks, our participants were promised anonymity.

All Hands: Using a scenario involving a female sailor and a group of male sailors, you decide if the actions of the men are a form of sexual harassment.

Scenario: She is hot and sweaty, most of all she is tired, but all she has to do is run down the pier and she will be finished with her two-mile run. Seaman Jane Doe is using her lunch hour to get in shape for the Navy's biannual physical readiness test. Dressed for the hot and muggy weather in a T-shirt and jogging shorts, Jane rounds the corner and begins the final stretch toward her ship. As she heads down the pier, today — just like every other day — the whistles and comments begin. "Hey babe, you've got some nice looking ... there."

All Hands: While you're thinking about the scenario, consider this: How do you define sexual harassment?

2nd Class, female: Sexual harassment is when it becomes necessary to fool around to protect your job.

Master Chief, male: Sexual harassment is expecting something other than a professional performance out of somebody.

3rd Class, female: I'm not really sure what the Navy defines as sexual harassment.

Master Chief, male: To tell you the truth, a lot of us don't know what you call sexual harassment.

All Hands: The Navy's definition of sexual harassment is very specific.

The Navy: Sexual harassment, in part, is defined as deliberate or repeated offensive comments, ges-

tures, or physical contact of a sexual nature in a work or work-related environment. It is also defined as influencing, offering to influence, or threatening the career, pay or job of another person in exchange for sexual favors.

The expert: Everyone has a different definition or perception, depending on his or her background. We need to increase our understanding of the types of inappropriate behavior in this area of human relations.

All Hands: It's obvious that there are all kinds of sexual harassment, ranging from dirty jokes and sexual innuendos to outright sexual advances or demands for favors where rejection or submission could affect a person's career. But even though sexual harassment covers a wide range of unacceptable activities, what is important is that sexual harassment will not be condoned or tolerated in the Navy. What are some specific behaviors that you would interpret as sexual harassment?

3rd Class, male: I guess when someone is offended sexually.

Chief, female: There was this warrant officer — what he *did* didn't seem like sexual harassment, but it was demeaning. He would pat me on the top of the head. But he didn't do it to the men, just the women, so maybe it *was* sexual harassment.

1st Class, female: Men don't define sexual harassment the same as women. Men probably define it as unwanted sexual acts. It's that, but more.

All Hands: She's right. Sexual harassment means different things to different people — not just demands for sexual favors or outright sexual acts, but also sexist remarks and dirty jokes — all of these can be construed to be sexually harassing.

The expert: To some women it's the wrong kind of look, to others it's not sexual harassment until it becomes physical. It's important to learn what behavior can be perceived as offensive.

All Hands: Sometimes it's hard to really determine what sexual harassment is in a given situation. There are lots of misunderstandings and different points of view, but if someone feels they have been a victim of harassment, corrective action can be taken. If an individual feels that her (or his) complaint of sexual harassment will not be properly resolved or has not been properly resolved by the chain of command, they may use the Inspector General's "Fraud, Waste and Abuse" hotline as an alternate means of reporting allegations of sexual harassment. The hotline number is commercial (202) 433-6743, or Autovon 288-6743, or toll-free 1-800-522-3451.

Although some forms of sexual harassment are difficult to define, others are pretty obvious.

The lawyer: If someone runs up behind a female and grabs her in a way that she considers sexual, we don't need an instruction on sexual harassment. That's called "assault."

Say you have a situation where a male chief and a subordinate female petty officer were sleeping together and she later claims sexual harassment. The chief says, "No, she consented. I never pressured her." Something has happened but it's going to be very difficult to show what it was. You have a one-on-one situation with no witnesses. He says she consented. She says she was threatened. In investigating a case like this, the Navy prohibition on fraternization is a great fallback. Consent isn't the issue. Because of the appearance of unfairness, morale in that office goes down — we don't care about consent, we're going to charge the chief with fraternization.

I think the thing that is important about sexual harassment, particularly in the disciplinary system, is that there is no specific article in the UCMJ dealing with sexual harassment. You have to find out exactly what the person said or did, then you go through the UCMJ, and see if you

“NavOp 35/88 makes sexual harassment training mandatory on or before July 1, 1988.”

have any ready remedies for it. And there are tons of them in there. “Fraternalization” is one, “conduct unbecoming an officer” is another.

All Hands: Everyone agrees one of the first steps in resolving sexual harassment problems, real or perceived, is educating sailors. The CNO has recently begun a Navy-wide mandatory training program on recognition and prevention of sexual harassment.

Master Chief, male: Probably the biggest problem is that the males’ definition of sexual harassment doesn’t always equate to that of the females. As we get more senior women in the Navy maybe those people will be able to educate the men.

Study group: Nearly one half of the persons interviewed report they

have not attended training on the prevention of sexual harassment during their naval careers.

The expert: NavOp 35/88 makes sexual harassment training mandatory on or before July 1, 1988. This training can be in the form of the Navy’s rights and responsibilities classes. The syllabus contains a definition of sexual harassment and lessons to educate personnel on its prevention.

All Hands: The most common forms of sexual harassment are sexist jokes and demeaning comments. Sailors exposed to these types of behavior need to make it clear they find it offensive. If talking to someone who uses verbal harassment doesn’t stop the offender, then the individual should be reported to the supervisor or next senior person in the chain of command who is not involved.

2nd Class, female: A dirty joke doesn’t usually bother me that much — unless it’s really derogatory against women.

1st Class, female: I wouldn’t say a dirty joke is sexual harassment. Most of the time when you hear an off-color joke it’s told in the company of people you know, where it’s going to be laughed at.

Master Chief, male: Profanity on the job is not sexual harassment. Sometimes the females use more profanity than the males.

Study group: Some women elect to return the vulgar language, demeaning names and put-downs in kind. They feel they are “fighting fire with fire.” Many men interviewed perceive this as giving credence to the idea that women enjoy the bantering and that it promotes team spirit.

3rd Class, female: It doesn’t bother me. I constantly use that terminology myself.

Master Chief, male: It embarrasses me to hear how many females actually use those four-letter words.

The expert: One of the survival techniques people develop is co-opting —

following the behavior of the group so that you will fit in.

1st Class, female: It would depend on what was being said. Sometimes it’s just the way some people are.

The lawyer: We may have to tell people how to speak. But then we hear the arguments about the First Amendment and “free speech . . . I’ve got my rights . . .” that sort of thing. However, the military has always said individual rights are surrendered if there is a military necessity. This aspect of free speech may be one of those areas.

2nd Class, female: Profanity is harassing, but not necessarily sexually harassing.

The expert: What we would like people to learn, is to think before they speak and maybe decide what they were going to say wasn’t such a good idea.

1st Class, female: Women have to take a lot of comments day-in-and-day-out while at work.

The expert: You don’t hear racial jokes in the work spaces. Why should sexist jokes be OK? A parallel of integrity can be drawn between racism and sexism — neither belongs in a professional environment. We must ensure *all* people are treated professionally, with human decency and dignity — regardless of their rank, rate, race or gender.

2nd Class, female: We had a chief who constantly told off-color jokes. He’s not going to be missed by anybody, male or female.

The expert: If you don’t like something, the first thing you should do is speak up. The problem is, I think, a lot of our junior women have not yet gained the self-confidence needed to appropriately criticize a senior’s behavior. But by not saying anything you foster the old idea, “If she doesn’t disagree, she must like it.” Or, “She’s asking for it.”

1st Class, female: In my division aboard ship, we had one male petty officer who was a real church-goer. He did not appreciate foul language,

so we tended to keep dirty jokes and foul language away from him.

The lawyer: The sexes may not be really all that different in ways they are offended. If I have somebody working for me who takes the Lord's name in vain a lot and someone else who is highly religious, it is my job as a supervisor to address the problem. It's a morale problem as well as a leadership problem.

All Hands: Certain forms of address can also be perceived to be incidents of sexual harassment. Every individual has his or her own opinion about whether terms like "honey" and "sweetheart" are forms of sexual harassment.

1st Class, female: I prefer not to be addressed that way.

2nd Class, female: My husband can call me "honey" — but he's the only one.

Master Chief, male: No, it's just the trait of an individual. If it offends, he should be told.

1st Class, female: I don't consider that harassment really. I grew up in the South and everybody calls each other pet names. Even women call other women "darlin'."

The lawyer: Those terms are disrespectful to an individual as a professional. We have SecNav and OpNav Instructions covering that.

All Hands: Perhaps on a personal basis it's OK to call one another something a bit less formal, but in a working environment, we all need to be respectful and professional.

The lawyer: I think there are enough instructions out there now, that every male supervisor should know you don't refer to females as "honey." I don't care if you've been doing it for 30 years, that's irrelevant. If I have, say, a chief who refers to women as "honey" and he says he's always done that and doesn't mean anything by it, I say, "I understand that, but today is the first day of your new life."

1st Class, female: You have to unlearn things that you learned grow-

ing up. People who use those words are not trying to harm you, it's just a word they've grown up with. The best you can do if you don't like something, is tell them.

The expert: It is difficult to change a person's attitudes. But we can correct their behavior with positive reinforcement. And with time, hopefully, the attitudes will also change.

Master Chief, male: I would expect a senior to call a junior, "petty officer this" or "petty officer that."

2nd Class, female: I would never, ever, say to a subordinate or a peer, "Hey, honey, can you come over..." Yet it's happened to me many times. It makes me feel like they are patronizing me. It's like they're saying I don't have as much professional worth.

Chief, female: Don't do it. I'm not your "honey" or your "sweetie." I will not put up with that.

2nd Class, female: I'm a stickler about that. If someone calls me "honey," I call him "beefcake." That is normally the end of it.

The expert: I would put myself on report if I ever called a black Navy man "boy." What's the difference?

The lawyer: The problem with sexual harassment of a verbal nature is it's so fleeting. Once somebody says, "He said X," short of running a tape recorder at the time, how would anyone know if "X" was really said? People normally don't run tape recorders.

1st Class, female: Each individual has his own limits. People will generally back off, if you let them know they have reached yours.

1st Class, female: It is the responsibility of the person offended to speak up and tell him she doesn't appreciate the term. Then if it doesn't stop, use your chain of command.

All Hands: As Navy professionals, we are all responsible for our own actions. Sometimes women are less than professional in their behavior in a work environment, flirting with their male counterparts or telling

off-color jokes. They may be perceived by their male counterparts as bringing problems on themselves.

Chief, female: I really believe junior women sometimes give mixed messages about what is acceptable — especially aboard ships. I don't believe they have enough training about how to work with men. But then again, junior men, right out of boot camp, are not trained on how to work with women.

1st Class, female: It comes down to basic good leadership and making it known what your limitations are. It's not fair nor realistic to say there is going to be no reference to sexuality. But it's very important that you make it known what your limits are and that it's important people abide by those limits.

1st Class, female: I can't blame sexual harassment on the man if the woman is giving mixed signals.

Chief, male: I know by the way she carries herself if a young lady is playing games. Some women don't play games, but a lot of them do. They walk around without a bra on or something and they invite the attention that can lead to problems.

The Navy: OpNavInst 5345.1B — Using sex, sexuality, or sexual attractiveness to obtain something of value is "sexual politics." Similarly, wearing sexually suggestive clothing is not sexual harassment. It may, however, be a violation of the uniform regulations or dress codes and is clearly inappropriate in the Navy.

Study group: Some men believe that women encourage these types of behavior, the implication being that the harasser's culpability is lessened.

The expert: This is another example of the attitude, "She asked for it."

All Hands: Sexual harassment may not be just a problem within the Navy but in male-female relationships everywhere.

2nd Class, female: Stationed overseas, I had a harder time with the local civilian men, than with men in the Navy. It got so bad, I actually had

“Sexual harassment—those same men would hate to see their wives or sisters treated like that.”

to take action. They just have a totally different idea of women — different cultures, different attitudes.

Study group: Some women in overseas locations report that host nationals physically harass them both in the work spaces and while engaging in recreational activities on the bases. The women interviewed believed that their seniors were not responsive to their complaints.

The expert: We are making our overseas commanders aware of the problems so that they can work to prevent sexual harassment by host nationals. It's the base commanders' responsibility to make sure it is understood by everyone that sexual harassment will not be condoned on base.

All Hands: Whether you're the leading seaman, the master chief petty

officer of the command, or the commanding officer, it's your leadership that's the key to putting a stop to sexually harassing behavior. Part of being a good leader is standing up for what is right and setting a good example.

Master Chief, male: In the military we should be professional.

Chief, female: It's the chief's responsibility to stop sexual harassment before it becomes a problem.

The expert: Each supervisor has the responsibility of ensuring the work environment is harassment-free.

All Hands: It's clear that everyone has an opinion about what sexual harassment is and what it is not. It's a matter of perceptions and how different people react to different behaviors. Good leadership, training and education, and thinking before you speak will all help in alleviating sexual harassment in the Navy.

Getting back to the scenario about the woman jogging down the pier who received comments from some male sailors — were the whistles and cat calls she received compliments, or a form of sexual harassment?

1st Class, female: That kind of behavior is disgusting. Some men think it's flattering, but it's not — it's disgusting.

Master Chief, male: It is sexual harassment, but that's the way males are brought up in our society and we are not going to change them.

Study group: If she appealed to a supervisor, more often than not, the offending behavior was discounted as “insignificant,” reflecting a common (but erroneous) justification: “Boys will be boys,” or “That's just the way men are.”

3rd Class, female: I don't really get upset by what they say, because men are men and it just goes in one ear and out the other.

Chief, female: I can remember when I would walk down the passageway and get the whistles — boy, it would make me angry. I hate that — it's the

worst kind of harassment because you can't identify where it is coming from.

2nd Class, female: That's a form of behavior for “low-lives.”

The lawyer: The whistles and cat calls are a form of sexual harassment. The most effective recourse for women is to use the chain of command.

2nd Class, female: Yes, it's sexual harassment — those same men would hate to see their wives or sisters treated like that.

Chief, female: It is sexual harassment. It used to happen all the time. It would really tick me off.

2nd Class, female: Yeah, it's harassment, whether you are in uniform or not. It's demeaning. I don't whistle at nice-looking young men. I would like the same treatment from them.

The expert: I recently attended a sexual awareness class where the jogging scenario was used. I was amazed by how many junior sailors, not just men, but junior women as well, were unaware that this is a form of sexual harassment. We need to educate our people — junior, senior, up and down the chain of command. With good training we can begin to see changes in behavior and eventually changes in attitudes toward women in the Navy.

Master Chief, male: We use the jogging scenario in a sexual awareness class I teach. All too often the male sailors seem to think that if she is out jogging, she's asking for it. We try to educate and teach them that it is no different than a male jogging in just shorts. What are the women supposed to do? Wear suits of armor?

Chief, female: It's a matter of awareness. We need to be more sensitive about how our behavior affects those around us. We're all a part of the same team.□

Jenkins is a staff writer for All Hands. JOC Robin Barnette contributed to this story.

DACOWITS: a focus on issues

Story by JOC Robin Barnette

Imagine a Navy where civilian husbands of Navy women don't have the right to use the Navy exchange; where women officers can advance only to the rank of commander; where women can't serve aboard ships or attend the Naval Academy.

The scenario seems impossible, but if it weren't for the Defense Advisory Committee on Women in the Services it might be real. While DACOWITS has not been the only influence, it has played a key role.

"Most of us wouldn't be here had DACOWITS not pushed for the repeal of the law that had the two percent ceiling [on numbers of women in the military], and that was as recently as 1967," said Capt. Kathleen D. Byerly, a Navy representative to the committee.

Since it was established in 1951 by the Secretary of Defense, DACOWITS has been a powerful force in the recruiting and retention of women, upgrading of housing and improvements in benefits to family members of women. DACOWITS has also had impacts in areas such as career advancement, pay and allowances and job opportunities. The committee has direct access to the SecDef and lobbies Congress on behalf of military members.

DACOWITS has approximately 30 civilian men and women members who live in all parts of the United States. Although they are nominated and selected through a screening process, their three-year terms of service are voluntary. Members include state senators and representatives, presidents of corporations, lawyers, consultants, journalists, accountants, educators and others.

"Even though it is a political ap-

pointment that is prestigious for them," said Byerly, "it is a voluntary thing. They don't get paid for it — they have to make time in their own busy professional schedules to make the trips required of them and try to stay up-to-date on *all* the issues of *all* the services."

In addition to the civilian members, military representatives like Byerly are also assigned to DACOWITS from the SecDef's office, the Navy, Marine Corps, Army, Air Force, and Coast Guard. The Navy's military representatives are the link between DACOWITS and the Navy. They attend the committee's conferences each spring and fall, and sit in on meetings with the subcommittees and executive committee to answer questions.

DACOWITS gathers information by visiting military installations and talking with people. During a visit to a Navy or Marine Corps base, for example, members talk with sailors and Marines to find out their problems and concerns. "If the Navy goes out and asks people about their concerns, they might tell us what they *think* we want to hear," she said.

DACOWITS is effective as a link between military members and the SecDef, Congress and the service chiefs. "I see DACOWITS as another avenue to get information," said Byerly. "What are Navy people thinking and saying? Do they have the right information? It gives us a chance to get input from sailors, officers, their families — everyone."

DACOWITS has been involved in key issues over the years. Here are some of the highlights:

- 1960 — The committee supported legislation to change the dis-

criminatory way that quarters allowance was computed when both husband and wife were military.

- 1967 — The President signed into law a bill supported by DACOWITS that removed limitations on the number of women who could serve in the Armed Forces and improved the career opportunities of women officers by removing promotion restrictions and eliminating forced early retirement.

- 1970 — DACOWITS lobbied for a bill to provide equal treatment for married women members of the uniformed services.

- 1974 — The committee supported admission of women to the service academies.

- 1978 — With support from DACOWITS, a change was made to the law to allow women to serve aboard Navy ships.

- 1983 — Three new subcommittees were established to focus on specific issues: readiness and utilization of women in the military, women's opportunities to develop careers and quality-of-life issues for all military members.

Today, DACOWITS is concerned about issues such as combat restrictions and their affect on utilization of military women; how the role of women may be impacted by the declining number of men available for military service; housing, health care and child care for all service people and elimination of discrimination and sexual harassment.

Because of its past effectiveness, DACOWITS is sure to continue as a powerful force for men and women in the Navy and other services. □

Barnette is a staff writer for *All Hands*.





Navy women

Making a difference

Navy women have been making a significant contribution to the defense of the United States for more than 40 years. And in recent years, that contribution has been expanding. Navy women today serve in more different types of duty stations, in more places around the world, in more positions of greater authority and have achieved expertise over a wider range of Navy skills than ever before.

This is not to say that women were accepted without resistance into what had been an exclusively male domain for hundreds of years. But the question of unanimous acceptance has long since become moot; women are an indispensable part of today's Navy and, as demographics, politics and societal perceptions move into the 21st century, the role of women in the Navy will be greater than ever.

In the following pages, *All Hands* pays tribute to the women who are making this growing contribution — women from every walk of Navy life.

From SAs cleaning out paint lockers, to cardiothoracic surgeons saving lives in Naval hospitals. From criminal justice experts to guided missile experts.

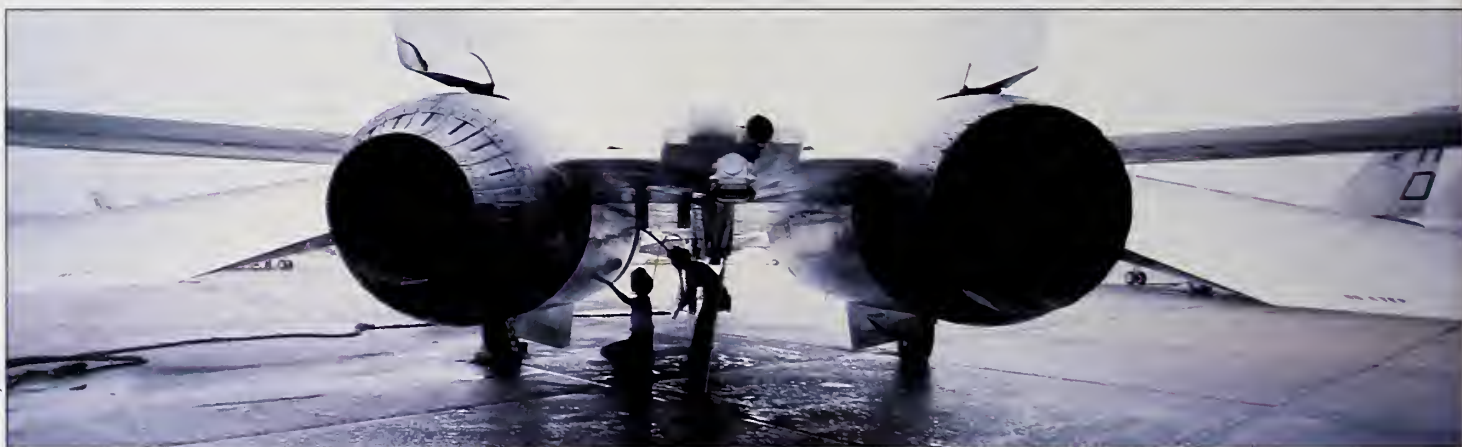
From airdales to clerks, from line handlers to computer specialists, *All Hands* salutes Navy women everywhere.

Photo by PH2 Trenton L. James

Photo by PH1 Michael Flynn



Photo by PH1 Harold Gerwien



Lt.j.g. Kathy Purdy Owens (preceding page) is a C-2 pilot assigned to VAW 110, NAS Miramar, San Diego. From the flight line to aboard ship, Navy women have established themselves in roles that before now were thought to be nontraditional or "not a woman's place."

Photo by PH1 Michael Flynn





Navy women — under the flag, in the Pentagon, in operating rooms, everywhere around the world — serve with distinction.



Photo by PH1 Robert Shanks



Photo by PH1 Chuck Mussi

Photo by PH1 Chuck Mussi



Photo by PH1 Chuck Mussi



Photo by PH1 Michael Flynn

**Nontraditional roles made traditional:
plane captain, band saw operator and
master-at-arms.**



Photo by PH2 Trenlon L. James

Air traffic controllers, brig supervisors, divers, lawyers — day in and day out, Navy women awake to the same challenges as their male shipmates.

Photo by PH3 Charles D. Brooks



Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn



Navy women are armed with determination — and sometimes pack heavier firepower than just that. But whether working on a security team or on a lathe, they rise to meet the challenges, opportunities and adventures of serving in the U.S. Navy.





Photo by PH1 Chuck Mussi

When the job is done, and done well, whether it's cleaning empty cans from a paint locker, wrapping up paper work, or providing ground support for the Blue Angels, it doesn't matter who did the job, man or woman. The important thing is that it was done by a Navy professional.



Photo by PH1 Michael Flynn



Photo by PH1 Michael Flynn

Women in the Navy

The backgrounds of women of the U.S. Navy are as varied as the nation itself. Navy women hail from every state in the Union. They come from all walks of life. They were raised in rich, poor and middle-class families. They're from the country and the city. They represent different races and religions. Their reasons for being in the Navy are varied, too — they're looking for training, security, adventure, education, challenge, or maybe all of those things. The following profiles provide a closer look at a few of the individuals who make up the population of Navy women.□

ET2 (SW) Leith Regan

Story and photo by JO2 David Masci

One of the 810 sailors on board USS *Jason* (AR 8) is Electronic's Technician 2nd Class (SW) Leith Regan. The 36-year-old works in the floating factory's R-4 division, calibrating gauges and trouble-shooting electronic equipment.

The New York native joined the Navy in 1983 after earning a bachelor's degree in psychology at Syracuse University. She said her background prepared her for her role in the Navy.

"I think that, as a petty officer, it's necessary to have a feeling for people, to work with them and motivate them," she said. "If you can motivate them, you can lead them."

After 19 months of boot camp, basic electronics school, and "A" and "C" schools, Regan reported to *Jason* one week before the ship's January 1985 Western Pacific deployment. "I remember thinking, 'For the next three years, I'm going to be living in a world where the doors don't have doorknobs,'" she said. "It was such a culture shock to me. This was a real ship, like I had seen in the World War II movies."

Even after completing "A" and "C" schools, Regan had more to learn about shipboard tools and procedures. "When you're first out of school, it's scary," said Electronics Technician 3rd Class Alan Wilson, who taught Regan much of what she knows about calibration. "Leith really first started applying herself in the 'cal lab,' and she's a lot more confident now than when she first came aboard."

Now an old hand herself, Regan said *Jason's* rule is, whoever is most qualified does the job. "When I'm in

charge of a piece of equipment and there's a problem with it, I do the work," Regan said.

She also found out there is a lot more to shipboard living than learning one's rating. She said she learned



a lot about interpersonal relationships with so many people living in such a small area.

"I'm not sure how much 'A' or 'C' schools can teach you about being on a deployment for seven months — sleeping in a rack in the same compartment with 140 other women, having to share showers and being considerate," Regan said.

In addition to her job as an ET, Regan has also been tasked at various times with the usual myriad collateral duties that are an inevitable part of shipboard life: damage control, supply, compartment cleaning, quarterdeck watches, security alert teams, electronics gear mainte-

nance, working parties, and so on.

"Last WestPac we chipped and painted the outside bulkheads of women's berthing," she said. "After the collision with USS *Willamette* [AO 180] in January 1986, we ripped out lagging, chipped paint and the whole nine yards. I've done everything right along with the men. That's the way it's got to be."

Regan said she has a strategy to deal with bad days. "I remind myself why I came in the Navy — for the travel and for varied assignments," she said. "I ask myself if that's what I'm getting. I am."

With two WestPac deployments under her belt, Regan has traveled the breadth of the Pacific and Indian Oceans, from San Diego to Madagascar. She's visited her favorite port, Hong Kong, twice.

"It's romantic," she said. "You can see the old fishing villages and the vibrant, modern city."

Her interest in varied assignments will continue, though her tour on board *Jason* will soon end. Regan reenlisted for another "C" school and sees herself going from learner to teacher and possibly an instructor billet. The thought of being a leader for a large class does not intimidate her.

"I feel I can handle the responsibility if I have my priorities right — that is, treating people with dignity and getting them to buy into our common goals," she said.

Off duty, Regan has gone camping in the Adirondack Mountains and the Grand Canyon. She's ridden horses since she was a teenager, and learned to sail in Diego Garcia.

Regan said that, overall, she has mostly fond memories of her tour aboard *Jason*.

"Shipboard duty is the Navy," she said. □

Masci is assigned to NIRA Det. 5, San Diego.

Ens. Lynn Schrage

Story and photo by JO1 Melissa Leffler

Just before lunchtime, Ens. Lynn Schrage locks the door of her small, paper-strewn second-floor office and descends narrow stairs to a dimly-lit, plushly-carpeted dining room. She sniffs the aromas from steaming silver chafing dishes, checks the crested dinnerware for spots and chips, and consults with the servers clad in starched white aprons.

Schrage is one of two women limited duty officers now assigned to Supreme Allied Commander, Atlantic, in Norfolk. She leads a department of 15 sailors and civilians who work in the officer's mess. She is in charge of supply accounts, keeping the books, concocting elaborate, internationally flavored menus, and cooking the lunches that must satisfy the palates of 400 NATO officers from around the world.

Although she worked in the same department as a chief storekeeper, she says that being the boss is harder. Most evenings she takes work home, tallying accounts and studying instructions at her dining room table while her sons Jeremy and Jeffrey do their homework.

When Schrage joined the Navy in 1975, she followed her dad and two older brothers into the sea service, at the urging of a third brother who had just enlisted. His recruiter had persuaded him to find three more recruits and thus get promoted before leaving for boot camp.

Schrage was the third recruit.

"My brother got advanced to E-2, and I had to go in as a seaman recruit," said Schrage, laughing at the memory.

Schrage never forgot her brother's lesson in working within the Navy system, a formula she insists allows

her to juggle her roles and responsibilities: wife of Lt.j.g. Jerry Schrage, also an LDO, mother of 8- and 4-year-old sons, Scout leader and big sister.

Schrage's youngest sister, Airman



Maryjane Grimm, joined the Navy eight months ago, and admits her sister is the reason why.

"Lynn's my idol," Grimm said without hesitation or embarrassment. "Since I was a baby, I've looked up to her." Grimm is an aviation maintenance administration man with Norfolk-based Helicopter

Antisubmarine Squadron 30, and lives with the Schrages in Virginia Beach.

"She helped me grow up," Grimm said. "I could always tell her anything. She never criticizes, she helps you come to the right decision yourself. She's the same way with her kids — she makes deals with them. It's their decision to play first or do their homework first."

When Schrage first pinned gold ensign's bars to her collar in November, one year and two months after putting on chief's anchors, she became one of 76 women LDOs among the 7,355 women officers in the Navy. In 1987, the year Schrage was selected, she joined 11 women and 244 men who were chosen from a field of almost 3,500.

Schrage speaks with enthusiasm about interspersing the officer corps with LDOs.

"I am a much stronger officer because I have been a chief petty officer. That seaman, I know what she's feeling because I've felt that way, and I know what it takes to make her want to get the job done."

Schrage has such a solid record of hard work — including one beneficial suggestion that won her a \$900 cash award — that SACLant's command career counselor, Chief Yeoman Paula Atienza, said she was sure Schrage would be chosen for the LDO program. Schrage went through chiefs' initiation with Atienza in September 1986 — an experience Schrage said creates "bonds you don't break easily."

Determination bolsters everything she does, and she won't allow doubts that she can have it all.

"I can't imagine life without a family, and a career, but of course that's because of the way I was raised," she said. "Mom stayed home and took care of eight kids. I went back to Pittsburgh recently, and old friends said, 'Why are you

doing all that? Why aren't you home with your kids? How do you take care of those two boys and work every day?"

"If you want to keep it all, you have to do it all," she answered.

With her husband at sea aboard USS *Coral Sea* (CV 43), Schrage is a "geographical single parent," a situation which she anticipates will occur regularly for one or the other of them for the rest of their Navy careers. Their roles will switch in June, when she reports to the six-month Naval Supply Corps School in Georgia and the boys stay in Norfolk with their father.

When faced with the choice of family or Navy, she stops cold, shaking her head. "I'd have to find a way to fix it so it didn't come down to that. I have come this far — I can't let it go."

Schrage remembers that she wasn't always so ambitious. But am-

bition snowballed with each milestone until the more she achieved, the more ambitious she became.

"If you are going to succeed, you have to look at all the angles," Schrage said. "When I first joined, I always had somebody around to look out for me, so I could go forward, and now I'm senior, and I can do that for somebody else."

Her sister agrees that Schrage is ambitious.

"Lynnie was always on the honor roll, but I didn't know she was so ambitious until she joined the Navy. It's like she's a robot — she's programmed herself for success. I really don't believe there's anything she can't do."

Grimm thinks there is an additional explanation — Schrage's husband's successes.

"She keeps up with him, that's what gets her going. It's like a race between them. They're very compet-

itive," Grimm said.

The Navy, Schrage said, has given her everything she has. "I stand tall, I'm so proud of what I have accomplished. The Navy thinks I'm good enough to do this job, and I'm going to do it."

This attitude produces results that other people can see.

"She's an excellent leader, manager and friend — the best kind of friend to have," Atienza said. "She's easy to talk to, she's objective, she inspires you to do better by encouraging you. You always seem to come to the right conclusion after talking to her. That's why she's where she's at today."

Grimm sums her sister up simply.

"If I had my way, I'd be just like her. When I told Mom I was going in the Navy, she said, 'It can't hurt you. Look at Lynn.' "□

Lefler is assigned to NIRA Det. 4, Norfolk.

YNSN Marsha Curtis

Story and photo by JOSA Marke Hensgen

Walking down the long passageway, her legs become tired. As she asks herself, "When will I get there?" she realizes she is lost.

This is a common occurrence for anyone unfamiliar with the Pentagon, and for Yeoman Seaman Marsha Curtis, the scene was all too real.

Hailing from Muncoda, Wis., the 18-year-old Curtis isn't used to big city life.

Curtis now works in the Secretary of the Navy's mailroom sorting and stamping incoming correspondence. She was interviewed for her Pentagon position by instructors at yeoman "A" school.

"I was an honor graduate in yeoman 'A' school," Curtis explained,



"and was the youngest woman in my boot camp company.

"When I entered the school office for the interview," Curtis recalled, "I became uneasy because the other yeomen were rushing around trying to complete certain projects. The first question I was asked was if I could handle pressure. After seeing what they went through that morning, I wasn't sure how to reply."

Curtis' fear of not handling pressure was soon dispelled when she arrived at the Pentagon in November 1987.

Working in SecNav's mailroom, located down the passageway from the SecNav and CNO offices, means Curtis meets some very important people.

"I remember I was routing correspondence," Curtis said, "and I heard someone say, 'Seaman Curtis, would you like some chocolate?'" The voice was that of Secretary of

the Navy James H. Webb Jr.

Curtis would like a career in graphic design, and when her tour at the Pentagon ends, she would like to be a part of the seagoing Navy.

"You get out of the Navy what you put into it," Curtis said. "A lot of people want the Navy to do every-

thing for them and don't want to take responsibility for themselves."

Walking toward the south parking exit, legs no longer tired, Curtis secretly chuckles to herself at the obviously lost sailor who is searching for room numbers on the doors. She asks him where he's heading.

"The south parking exit," he answers, his face turning red.

"Follow me," she says and confidently leads the way down the long passageway. □

Hensgen is assigned to the Office of the Chief of Information, Washington, D.C.

FN Sheri Vernon

Story and photo by JO2 F. X. Kelley

Standing tall, shoulder to shoulder, the four-member color guard heeds only the voice of the ensign bearer. Moving in unison, the close-knit quartet crisply performs a complex series of maneuvers. Voicing the commands is Fireman Sheri Ann Vernon, the lone female member of the U. S. Navy Ceremonial Guard Unit's color guard platoon.

Vernon joined the ranks of the elite unit in March 1987 and is one of four women in the 198-member Ceremonial Guard Unit. Because of her marching skills and her ability to meet the minimum height requirements of 6 feet, 1 inch (Vernon is 6 feet, 2 inches), she was invited to audition for the colors platoon.

Scanning the color guard from the left to the right rifleman, it's virtually impossible to tell its members apart. The only difference between Vernon and the others is that she wears a woman's combination hat instead of a "dixie cup." Other than that, there's strict uniformity, from the white ascot to the men's issue Corfram shoes, complete with heel brass.

"I enjoy the color guard and the exposure to the public. My favorite duty is the joint service color guard

function — there's an opportunity to meet new people, and the pride involved with being the only representative of the Navy. It's the high-visibility efforts which particularly interest me," said the 21-year-old sailor.

There are more tangible rewards, too. The Sweepstakes Trophy at the Three Rivers Festival in Ft. Wayne,

Ind., and a first-place finish as the top military unit in the St. Louis Veteran's Day Parade were both taken by the Navy unit of which Vernon was a member.

The appearance of the color guard unit at functions throughout the country often cuts down on the 3,000-mile distance between her Sacramento, Calif., home and her Washington, D.C., duty station, but Vernon's family has yet to see her perform. This bothers her somewhat — not so much because of her parents, but because of her siblings.

"I'm the oldest of four children. My sister doesn't pay much attention to what I do, but my eleven-year-old twin brothers are at the age where everything about the military is exciting — they're really looking forward to seeing me in action," Vernon said.

They'll soon get their wish, because their sister was recently selected to carry the Navy colors in a television advertisement scheduled to air during the summer Olympics. The ad is for armed forces recruiting, and Vernon was chosen to be on the joint services color team in the ad.

The beginnings of her career as a sailor and ceremonial guard member go back to when Vernon was facing a tuition crisis while studying to become a registered nurse at American River Community College in Sacramento. After looking into various alternatives that would allow her both to earn and learn, she opted for the



armed services as a means of continuing her education.

Although she was somewhat apprehensive about her choice, and concerned about her family's receptiveness, they actually aided her in selecting the Navy as her branch of service.

"My family was initially surprised by my decision to enlist in the military," said Vernon. "But they soon warmed up to the idea. My father is an Air Force veteran, and some of my other relatives were also in the military — their experiences influenced me," she recalled. "It was my father who suggested the Navy, however, since he felt it offered the best advancement opportunities."

In November 1986 she was sworn into the Navy and sent to basic recruit training in Orlando, Fla. Although she intended to enter the hospital corpsman rating, she had to change her mind when corpsman "A" school wasn't available to her.

It was a presentation by a recruiting team from the Ceremonial Guard which started her on her way as a member of her present unit. She possessed the necessary qualifications, was impressed by the guard's bearing and appearance, and felt that the duty would be both challenging and interesting, so she volunteered for the unit.

After a screening process, she was selected as a Ceremonial Guard Unit

trainee and received orders to Naval Station Anacostia in Washington, D.C., the unit's home. There she began a five- to 15-week training phase.

"The average sailor completes the training in eight weeks," said Lt. Richard J. Thomas, the officer-in-charge of the Ceremonial Guard Unit. "Fireman Vernon was ready to march with the unit in six."

Upon completing her tour with the Ceremonial Guard, Vernon plans to request the corpsman "A" school and complete her enlistment as a hospital corpsman.□

Kelley is assigned to ABFC, A3 101, U.S. Naval Reserve Center, Chicopee, Mass.

IM2 Patricia White Bear

Story and photo by PHCS Ron Bayles

"Since entering the Navy," said Instrumentman 2nd Class Patricia A. White Bear, serving on board USS *Jason* (AR 8), "the most important things I've become aware of are my priorities and what I want out of life. The Navy has made many opportunities available to me and I have used those opportunities."

Jason is a repair ship with a mission to provide mobile repair services to fleet ships. Originally designed as a heavy hull repair ship for repairing battleships and aircraft carriers during World War II, *Jason's* repair capabilities have been expanded over the years and are extensive, sophisticated and varied.

White Bear, who joined the Navy in June 1981, is a graduate of Omaha Technical High School.

Before entering the Navy, she was

a volunteer outpatient group leader in a chemical dependency hospital and worked for the state of Nebraska in a juvenile facility.

Navy instrumentmen are instrument mechanics and small machine repairmen. They install, service, repair, adjust and calibrate a wide variety of small machines, such as office machines, gauges and other precision measuring devices, as well as watches and clocks.

"I chose to become an instrumentman," White Bear said, "because it looked interesting and offered a bonus."

"I currently work in the calibration lab," she added. "We maintain all mechanical types of measuring instruments used on board ship. These include temperature, pressure, rotational, dimensional, mea-



suring and reading devices."

White Bear continued, "My job serves a vital function — to give accurate readings on measuring devices."

White Bear said she found living on board a ship with very little storage space, and adjusting to shipboard lifestyle in general, to be very challenging.

White Bear has finished her first WestPac deployment. She visited the 7th Fleet ports of Diego Garcia, Republic of the Philippines, Singapore

and Hong Kong. "I enjoyed Hong Kong," she said. "The people seemed so well-adjusted and loving to us."

In her leisure time, White Bear enjoys photography and, because of her outgoing personality, encourages others to get involved in this pastime as well.

A single parent, White Bear has

two children, Frederick and Jodi. "My son says 'I'm proud of you, Mom, you're doing so well in the Navy,'" she said with a smile. □

Bayles is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

PHCM Kathy Dyer

Story and photo by PH2 Dolores Parlato

Observing people, through the lens of a Navy camera, was how she started her career in 1964.

Twenty-four years have passed, and it's been a long time since she's looked through a lens, but Master Chief Photographer's Mate Kathy D. Dyer is still observing, and teaching, people.

"The Navy is different now than it was when I came in. Young men and women enlisting today have the world at their feet. They can do almost anything they want," she said.

Dyer recalls that, when she first enlisted, she had few of the opportunities that today's sailors enjoy.

"We had no real career choices back then — you either joined the Navy or you didn't."

But Dyer went on to build an interesting and varied Navy career. After "A" school in Pensacola, Fla., her first duty station was a photo lab in Memphis, Tenn., after which she found herself back at "A" school — this time as an instructor.

Dyer eventually found she was taking the camera down from her face and looking at people more. For the next five years she worked out of her rating as a recruiter in Seattle.

Dyer next spent two and a half years at the Navy Manpower and

Analysis Center Atlantic, in Norfolk. She was assigned to a work simplification area, which fascinated her.

"We talked about working



smarter, not harder," she said.

A tour in Pearl Harbor started out with Dyer as head of the graphics division and wound up with her moving into the role of the command senior chief.

"I enjoyed working with people, and I enjoyed seeing immediate results from problems solved. It was a very rewarding experience," she said.

It was also there that she made master chief in 1983.

"Even when I was a senior chief, I really felt that there was no way that making E-9 was going to happen. There had never been a woman master chief photographer's mate — ever," Dyer said.

Dyer then attended the Senior Enlisted Academy in Newport, R.I., in 1985. She did well and stayed on, working as an instructor at the academy until 1986, when she took on the duties of her present job as the Academy's deputy director.

Last year Dyer was chosen to sit on the CNO's panel to study the progress of women in the Navy. Dyer was one of only four E-9s selected for the panel.

Once again, the Navy had Dyer looking at people. The study took her to Hawaii, the Philippines, Iceland, Sicily and Scotland.

"The panel was broken into four groups, and the group that I was on studied quality of life," Dyer said. "We talked to a lot of women about how they perceived the Navy on uni-

form issues, berthing, child care programs, medical care and other topics.

"I was glad to participate in that study because the long-term effects of that panel are going to be immense."

Dyer said one effect will be to eventually change the way women are recruited into the Navy. Many young women are not pushed to understand mechanical concepts, she said. When they come into the Navy and take the entrance exams, they fail to qualify for ratings that are traditionally male, such as machinist's

mate or electrician's mate.

"So now the Navy has a two-fold problem: Some ratings are overmanned, thus making it hard to make rate, and some ratings go undermanned," Dyer said.

But Dyer said she believes in evolutionary changes, not revolutionary changes. "I don't think that evolutions should be so slow that you can't see them — they should be at a pace that is visible."

At the end of Dyer's first enlistment, she considered getting out of the Navy. But she looked at what the Navy had to offer, and although she

said there were inequality problems in 1968, she had to admit that the Navy was basically still ahead of the power curve on equal opportunity. She still thinks that is true today.

"I could have gotten out and gone into private business, and I probably would have made more money," she said, "but I don't think I could have had more fun, done more interesting jobs or met a more professional group of people." □

Parlato is assigned to the Public Affairs Office, Naval War College Newport, R.I.

Lt. Cmdr. Deborah Gernes

Story and photo by PHCS Ronald W. Bayles

It's quite a transition from research assistant in the department of molecular biology at Harvard University to executive officer of a U.S. Navy destroyer tender. But for Deborah S. Gernes, it was just part of the "broadening experience" she was looking for.

The 1967 graduate of Brookline

High School, Brookline, Mass., is a lieutenant commander and XO of the 7th Fleet destroyer tender USS *Cape Cod* (AD 43).

Gernes received a bachelor's degree in zoology from the University of Massachusetts at Amherst in 1971 and entered the Navy in 1973. She was awarded a master's degree in

computer systems management from the Naval Postgraduate School in Monterey, Calif., in 1983.

Gernes reported aboard *Cape Cod* in June 1987 as the XO. "The job of executive officer has been one of the most challenging jobs I've had in the Navy," Gernes said.

Gernes qualified for command at sea in November 1987. This makes her eligible to be a commanding officer of a ship. She is also a qualified navigator.

She has had her share of worldwide deployments, and recently made her third Western Pacific cruise. Gernes has had the opportunity to visit ports-of-call in Spain, Italy, Norway, the Virgin Islands, Puerto Rico, the Philippines and Singapore. "I enjoy traveling," she said. "I find every country enjoyable."

Concerning *Cape Cod*'s recent deployment to the Indian Ocean, Gernes said, "We did exactly what this ship was designed to do — went to a forward area and tended units of the 7th Fleet. It's an important job and I am glad to be part of it." □

Bayles is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.



YN2 Deborah Cheek

Story by JOC Robin Barnette

The stereotype: The "80s woman" has a successful career, secure family life, beautifully kept home, plus outside interests and hobbies. The slick magazines make it look easy.

The reality: It's far from easy, especially for the Navy's '80s woman. Yeoman 2nd Class Deborah Cheek is typical. A 27-year-old mother of two, her husband David is also a sailor. This '80s woman wants it all — family and career, home and ship.

"People ask, 'Why do you want to go to sea?'" said Cheek. "The men, especially, say, 'You're not going to like it.' But what they don't understand is that, as a woman, I have to compete with my peers, and my peers are mostly men. And that's just a fact of life — this is the Navy. 'Haze gray and under way' is what it's all about."

Cheek, currently on duty in the carrier operations branch of Commander Naval Air Force Atlantic, Naval Air Station Norfolk, is working toward an assignment aboard a ship.

"I did five days temporary duty aboard the *Lexington* (AVT 16), and it was a super experience. It verified my feelings of, 'yes, I want to go and do that job,'" said Cheek. "I'm excited about the combat logistics ships coming open to us. What I'd really like is to be part of that initial female portion of the crew on one of them, because they're doing their mission whether it's peace or war-time. They can do hard steaming time — major deployments — you're always under way. It would be just a super operational experience!"

Cheek talks in superlatives — and means it. She's bright, cheerful, en-

thusiastic. She's a dedicated Navy professional: energetic and tough.

But in addition to her professional role, she's a family person. Her husband David, an electronics warfare technician 1st class aboard USS *Theodore Roosevelt* (CVN 71), is often deployed, and care for their daughters, ages 7 and 2, falls to her.

"I tell you, anything I accomplish



Photo by PH1 Chuck Musci

in my Naval career I credit to some super women — my permanent babysitter and a standby. Sometimes I have to drop my children off at 5 o'clock in the morning and they don't see me until 7:30 at night," Cheek said. "It is hard on the children. We try to make up for it as

much as we can on weekends and holidays — that's family time. I think it's made them more independent and stronger."

A family, dual careers, and one spouse always at sea, all mean breaking out of traditional roles. Cheek will one day be aboard ship, and her husband on shore duty. "People say, 'Gee, the man staying home with the kids? How's that going to work?' But *I* do it," said Cheek "and so can he." Then she laughed and continued, "I plan, I try to establish a lot of support factors and he's going to have to do the same thing. He's going to have to be father and mother, and it's the same thing I do."

Cheek has been interested in military service since her childhood, when her father held colors every evening with Cheek and her younger sister. "He taught us how to fold the flag properly. These things were important to him," said Cheek, reminiscing about growing up in Muskegon, Mich.

Her father served one tour with the Army. "He always talked about how he wished he'd stayed in. That made me think about making the Navy a career. I didn't want to grow old and say, 'Why didn't I?'"

She joined the Navy in 1982, but got out in January 1986 because of conflicts between David's career goals and her own. She stayed in the Naval Reserve, but was unhappy. "I resented David's career opportunities terribly, I resented civilian life. I just couldn't make the adjustment," Cheek explained. Eleven months later, she was back in. "It's pushed me more to excel because I have a greater appreciation for my job."

In addition to child care and a more than full-time job, Cheek is trying to earn her enlisted aviation warfare specialist designation and is completing an officers' correspondence course on seamanship, "that covers everything from nuclear pro-

pulsion to navigation. It's way over my head in some areas, so I've had to work extra hard at that."

Not surprisingly, Cheek's gung-ho outlook on Navy life flags from time to time. "Sometimes I ask, 'How much longer can I do this? How much longer can I keep up the 12- or 14-hour days and still be a decent mother and live in a clean house?'

Sometimes I start to burn out," she said. "But then I take a day or two of leave, take an afternoon off. I like to call my mother. She's a successful businesswoman and always gives me positive motivation."

For Cheek, the reward of Navy life comes down to job satisfaction. "I go home at night and I always feel like I contributed," she said. "My mom

always told me that I'd be judged one day by the amount and quality of work I put out in a day. And in the Navy you're always guaranteed that there's enough work. And that's not always an eight-hour day. Whether it's a 14- or 16-hour day, you always have the chance to excel."□

Barnette is a staff writer for All Hands.

YN2 Merry Daise

Story and photo by PHC Chet King

Yeoman 2nd Class Merry C. Daise hopes to change her rating to legalman soon so that she can pursue her degree in criminal justice. But for the time being, she enjoys her job in the operations office of Patrol Squadron 48, NAS Moffett Field, Calif.

Daise keeps busy with the typing and filing for the operations office and two additional offices. "My job as a yeoman consists of typing correspondence and reports, typing up and printing out the daily flight schedule, plus typing and filing for two other offices," she said.

"Everybody in this squadron has an important job," Daise continued. "As a team, we support each other. Even though I don't fly, I support the crews who do."

A 1977 graduate of Hardaway High School in Columbus, Ga., Daise attended Columbus College for two and one-half years before deciding to try the Navy.

"I joined the Navy in 1982 for a new challenge and to take advantage of the education and travel opportunities," Daise recalled. "I've found that opportunities for women in the service are just as good as those for men."

Daise has had the opportunity to travel throughout the Pacific, especially to Hong Kong, Japan and Thailand, in addition to the Philippines. "Everybody has their favorite country to visit; mine was Thailand. The people were really friendly, and the shopping was great, especially the

bargains in jewelry," she said.

Daise said she plans to reenlist when her current enlistment expires and hopes to change her rating to legalman. She looks forward to working with Navy lawyers and hopes to become a lawyer herself, once she has her criminal justice degree.□

King is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.



Lt. Elizabeth Taggert

Story and photo by JO2 Margaret Nelson

She graduated early from high school and was barely 16 years old when she started college. She completed her studies, with degrees in psychology and English, and left the world of academics to join the Navy. She was two weeks shy of her 20th birthday when she was commissioned.

Lt. Elizabeth Taggert, now 25, said her decision was based on a feeling of patriotic commitment that could best be realized by service to her country.

The University of Rochester, N.Y., graduate now serves as the assistant operations officer at Naval Submarine Base Bangor, Wash., supervising 106 men and women.

Taggert has had to adjust her management techniques to better supervise the boatswain's mates, quarter-

masters, hull technicians and other ratings in operations. These ratings, as well as her position, have predominantly been held by men in the past.

Taggert admitted, "I may not have been taken seriously at first, but my drive for excellence has earned me the respect of junior and senior personnel.

"When you change a system that's existed for years, you'll always run into resistance. It was hard for the senior chiefs in my department to adjust to working for a female, and I had to adjust to a male-oriented work environment."

Taggert's duties include supervising operations conducted aboard three yard tugboats.

"My men and women work in all conditions keeping the tugs in full readiness," Taggert said. "They may

not be the cleanest sailors in the Navy, but they're top-notch workers."

Visiting one of the tugboats based in Bangor, you'll find men and women scrubbing, painting and cleaning the decks. Their uniforms normally show signs of the task at hand, with spots of grease, paint and dirt permanently ground into their clothing.

"I've given up on fingernails in this job," Taggert said, "and I don't get as mad as I used to about ruined uniforms."

When she's not conducting inspections on the tugboats, you may find Taggert counseling one of her sailors or reviewing paper work on the day's activities.

"I used to come on like a barracuda — demanding everything and everyone to be '4.0,' but that was counter-productive and an impossibility," Taggert said. "I realized I was actually falling into a 'hatchet-female' stereotype — one of the categories men put women into."

Putting the lessons learned in her five years of Naval service to good use, Taggert says she has become a better people manager, and more tolerant and patient in all types of situations.

"Since joining the Navy, I've learned things are not always black and white," Taggert said. "You have to take each person, situation and scenario in stride and learn to be versatile in how you approach each one."

Taggert's off-duty time is spent in the weight room at the gym, working out with her husband, Christopher, who is also a Navy lieutenant.

"Christopher is my best friend," Taggert said. "We do just about everything together. He's always supported me in my endeavors.

"I'm at a crossroads in my life. I'm in the process of choosing between a family or a career."



Taggert, a Korean American, said her parents met while her father was with the U.S. Army in Korea.

"I grew up as an Army 'brat' and had considered attending the U.S. Military Academy at West Point, but I chose the Navy because I felt they had more opportunities for women

officers," Taggert said.

Taggert said she'll always carry with her the satisfaction that she presented a positive image of Navy women to everyone she met.

"It's a good feeling when a male officer walks up to you and tells you he was wrong in his first impressions

about working with a woman," Taggert said. "That's worth a lot. I hope some day that won't be a consideration."□

Nelson is assigned to the Public Affairs Office, Naval Submarine Base Bangor, Wash.

AT3 Sara Branch

Story and photo by JO2 Evone Fowler

When she joined the Navy five years ago, her hometown of Baxley, Ga., didn't have a lot to offer a 17-year-old girl. Aviation Electronics Technician 3rd Class Sara Branch remembers it clearly.

"I knew at that age I was not ready for college — the Navy was by far the best choice," Branch said. "The most valuable lesson I've learned in the Navy is to grow. Whether professionally, personally or educationally, it's there for those who want it. But you have to be the one to want it, and take the first step in making the best of your life in the Navy."

Branch, now at Patrol Squadron

30, Naval Air Station Jacksonville, Fla., has applied to the Enlisted Education Advancement Program.

"If I get accepted into the program, it will be the first step toward continuing on to a four-year institution and getting my degree in electronic engineering," Branch said. "My goal is to become a Naval officer."

Branch believes the Navy offers many chances for people to better themselves no matter which direction they choose.

Since she joined the Navy, the 23-year-old Branch has been stationed in Jacksonville, less than 200 miles from her hometown. But, with her

squadron, she's had a chance to see some of the rest of the world. Her first tour took her to Rota, Spain, and the Azores in 1983.

"I was scared to death," Branch said. "It was weird for me being out of the country for the first time. At 18, I didn't realize how much I had to be grateful for until I saw the ways of another country."

Since then Branch has made deployments to Sicily and Bermuda. Unlike her first trip, she now looks forward to the opportunity the Navy has given her to learn more and meet many different kinds of people.

"Growing up in a small town, everyone seemed the same," Branch said. "But in the Navy, one of the first things I learned was how different people are."

Branch is optimistic about the future of women in the Navy. "I think some women make it harder on the rest by 'fueling the fire' — the idea of females being so helpless," Branch said. "In my job, I sometimes must lift a 75-pound receiver/transmitter, or carry toolboxes up and down plane ladders. If I need help, I'll ask, but I will not ask just because it may be expected of women."

Branch said she would like to have a family someday, but would also like a career. "I feel there is a time and place for both, but for me right now, meeting the commitments of the Navy is most important."□

Fowler is assigned to Commander, Helicopter Wings Atlantic, NAS Jacksonville, Fla.



Navy women on

When Cmdr. Rosemary Mariner takes charge of VAQ 34, an A-6B squadron at Point Mugu, Calif., next fall, she will become the first woman commanding officer of a reconnaissance squadron in the Navy. Currently assigned as an instructor pilot and administrative officer for VA 122, Naval Air Station Lemoore, Calif., Mariner is one of many Navy women who have met the challenges of Naval aviation.

Mariner, one of the first eight women officers to enter Naval aviation, became the first woman designated to fly tactical jets, in 1975.

"We were told we had a pioneering sense. There was no such thing as 'never' to us," she said.

Many things have changed since Mariner joined the Navy and began her career in aviation. Mariner's generation of female fliers has broken down many barriers, benefitting women Naval aviators of the future. "Flight training now is completely equal, including the jet pipeline. Carrier qualification and flying mail and supplies off carriers are now routine. Female helo pilots routinely deploy to the 6th and 7th Fleets as members of helicopter detachments," she said.

"Before, a female pilot couldn't even hover above the *Lexington* (AVT 16). "It's a natural evolution. There has been a profound change in attitudes of men and women."

Carrier duty

Female pilots are not the only ones who want to go to sea.

"I would love to be stationed on a carrier," said Airman Lynne Court-

ney, an aviation structural mechanic (hydraulics) assigned to NAS Lemoore. The New York native spent 13 months on Lemoore's VA 122 flight line and was one of 10 women sent on a detachment to USS *Enterprise* (CVN 65). Temporary assignments are authorized when there is no likelihood of combat operations.

"It was a little scary at first. You're surrounded by different kinds of aircraft and trying to sort them out," Courtney recalled. "But once you've sorted it out, the fast pace is exciting."

The daughter of a lumberjack, the 24-year-old joined the Navy in December 1985 because she wanted to learn something new.

"AMH was one of the few schools available, and I took it."

Arriving at the airframes shop after being stationed on the flight line has left Courtney somewhat in shock.

"You come from knowing exactly what you're doing, to trying to utilize things you learned almost two years ago in "A" school," she said.

"I think women have to prove themselves — they have to work harder than the males. I don't like being limited to where we can go," she continued, expressing frustration at not being able to be stationed on a carrier. "I believe we can perform in combat as well as guys — maybe even better."

AA Ora Howard (upper right) signals for power. AE3 Deana Miller works on the anti-skid control box for an F/A-18 Hornet.



the flight line



AN Grisselle Martinez (left) inspects an aircraft. AMHAN Lynne Courtney (below) rigs a flap system on a *Corsair* attack aircraft. Women plane captains (bottom) prepare for a launch.





AO3 Alice Glenn

The fun's just starting

For some women, going to sea on board a carrier isn't their goal, but proving to their male counterparts that they're up for the task, whatever it might be, is just as important.

"At first it was the paycheck," said Aviation Machinist's Mate 3rd Class Rosemary 'Rose' Schmitz, assigned to the aircraft intermediate maintenance department at Lemoore. "Now it's the challenge."

Schmitz is up to the challenge.

"You have no problems with men as long as you can prove to them you

can do the job," said the A-7 mechanic about her work.

One of eight children, Schmitz is an avid weightlifter. Able to bench press 135 pounds, the Michigan native can probably lift more than many of the men in her shop.

Her physical strength enables her to overcome something more than heavy loads: the stereotype that says all women are frail.

"When women were first being integrated in the shops," said Light Attack Wing Command Master Chief Larry Kirkpatrick, "they were stereotyped into this frail little creature who wouldn't be able to do anything."

"When one of the guys would come up and say, 'Chief, I don't want that woman in my shop, she can't lift a 150-pound strut,' I'd have to say, 'Neither can I — can you?'"

Kirkpatrick, who has been in aviation for a quarter of a century, was attached to VFA 125 at Lemoore when the squadron became co-ed.

"I may forget my anniversary, but I'll never forget the first female who worked for me," he said, "Airman Talicky."

"At first, I had reservations about a female metalsmith," Kirkpatrick recalled. "But as it turned out, she was one of the best metalsmiths who ever worked for me."

"In fact, when it came to sending someone TAD, I'd give up two male sailors before I would give her up. The main thing is I think we're almost there," Kirkpatrick said.

Tons of opportunities

Aviation Electrician's Mate 3rd Class Deana Miller, VFA 125, is doing exactly what she always wanted. "I feel very fortunate that I've gotten to be an electrician. I originally wanted to be a technician for bands, you know — lighting, sound," she said.

Miller thinks she has a bright future in Naval aviation, and few who know her work would disagree. "There's no limit to what a person

can do. There are tons of opportunities," she said.

The Cahokia, Ill., native worked on the line for a year and a half. She took the rating test for AE3, missing it by a quarter of a point. The line division officer nominated Miller for the command advancement program.

"There was some resentment from the fellows, and I don't blame them. But that doesn't mean I don't deserve it. There just has to be a lot of communication to work out bad feelings," Miller said.

"Females are a small number, and when one is really reaching and going that extra effort, it stands out," Miller continued. "The fact we are a minority is hard — that's the toughest part of being a female. But I guess it's like being one anywhere."

Aviation Ordnanceman 3rd Class Alice Glenn is another woman assigned to NAS Lemoore who knew what she wanted and went for it.

"I came in non-designated, but knew I was going to do something nontraditional," said the East St. Louis, Ill., native and single mom of seven-year-old Matthew.

"I wanted to contribute in some way that most females don't want to. If we go to war, someone has to fill the vacancy. I am going to be a help, not a hindrance," she said.

Navy women assigned to aviation units at NAS Lemoore all have their own reasons for joining the Navy and working in Naval aviation. Like other women in the Navy, they encounter new challenges and overcome stereotypes as they become more integrated into traditionally male-oriented jobs. Whether on the flight line, in the cockpit, or behind a desk, "Women have to judge themselves by the same standards as men do," said Mariner, "and know that aviation is no easy lifestyle and go on from there." □

Reilly is a photojournalist assigned to PAO, NAS Lemoore, Calif.

6

Navy Rights & Benefits



Retirement

One of the major attractions of a military career has always been the retirement package. Most members become eligible for retirement after 20 years of service, regardless of age or rank. It provides an element of security as well as a chance to embark on a second career, while still enjoying many benefits of the first.

In this issue, we take a look at what the military retirement package includes, how to make sure you are able to take full advantage of these benefits, and where to go if you need help or information.

Categories of retired personnel

Regular Navy retired list

Consists of regular Navy officers and enlisted personnel who are entitled to retirement under any provision of law. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They may be ordered to active duty at any time, at the discretion of the Secretary of the Navy.

Fleet Reserve

Consists of former warrant and commissioned officers and enlisted personnel of the regular Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years or more — but less than 30 years — of active military service including constructive service earned through Dec. 31, 1977. Members of the Fleet Reserve are entitled to receive retainer pay when they are released to inactive duty. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They are also subject to recall at any time to active duty. Members are transferred to the retired list upon completion of 30 years service — active and Fleet Reserve.

Naval Reserve retired list

Composed of members (not including former members) of the Naval Reserve entitled to retired

pay. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the Secretary of the Navy, with the approval of the Secretary of Defense, determines that there are not enough qualified reserves in an active status.

Retired reserves

Consists of reservists who have been transferred to the Retired Reserve without pay.

Temporary disability retired list

Consists of members who have been found to be temporarily unable to perform the duties of their rank or rate by reason of physical disability which may be of a permanent nature. For more details, see the *Disability Evaluation Manual* (SecNavInst 1850.4A).

Permanent disability retired list

Consists of members who have been found to be permanently unable to perform duties of their rank or rate by reason of physical disability. For more details, see the *Disability Evaluation Manual* (SecNavInst 1850.4A).

Computation of retired/retainer pay

Navy retired pay is computed under a variety of provisions of law. Active duty members who have questions about the formula to be used in computing retired pay should consult a career counselor. Retired members who have ques-

tions should submit them to the Navy Finance Center by letter.

If you registered allotments while on active duty, most will remain in effect when you are transferred to the Fleet Reserve or are retired, as long as the total amount allotted is less than the net retired or retainer pay.

Allotments from retired pay are allowed for life insurance premiums on your own life, or family-type insurance which includes your life. You may also register treasury allotments to repay indebtedness to another U.S. government agency, allotments for U.S. Savings Bonds, and allotments for the support of spouse, former spouse(s) and/or your children not living with you.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan replaced the Retired Servicemen's Family Protection Plan for all military personnel who retired with pay on or after Sept. 21, 1972.

The newer program complements the survivor benefits of social security. It provides all career members of the uniformed services — who reach retirement eligibility, including reservists who qualify for retired pay at age 60 — an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost. See the "Survivor Benefits" article in the January 1988 *All Hands*.

Travel, shipment and storage of household goods

A retiree may select a home location and receive travel allowances and shipment of personal property from the last duty station to a new location. This includes a Navy member on active duty who is retired for physical disability, placed on the temporary disability retired list regardless of length of service, or who, following at least eight years continuous active duty with no break in service of more than 90 days, is transferred to the Fleet Reserve, discharged, or involuntarily released with readjustment or severance pay.

The home selected does not have to agree with the home of record. However, once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home and turnover of the personal property for shipment must, in general, be completed within one year after termination of active duty.

There are exceptions to the one year time limit. For more information see your career counselor or personnel officer.

Travel of dependents

Upon retirement, a Navy member is entitled to transportation of his or her family to the same location to which the member travels. This includes all officers and all enlisted personnel in paygrades E-5 to E-9, and E-4s with more than two years of service.

Family members must perform their travel within one year after termination of the member's active duty, with the same exceptions that apply to the member.

Base facilities and other privileges

Members retired with pay can use U.S. armed forces base facilities depending on the availability of space, facilities and capabilities of the activity. Reserve personnel retired in non-pay status are not entitled to these privileges.

The commanding officer of the service activity determines whether or not base facilities can accommodate retired personnel. The use of a base facility is a privilege which may be granted, not a right to which a retired member is automatically entitled.

The United States Naval Home

The United States Naval Home, Gulfport, Miss., is maintained for officers and enlisted personnel who have been separated from service under honorable conditions and are unable to support themselves.

Eligible for admission are former Navy, Marine Corps and certain Coast Guard members. The physical condition of applicants must be such that they can be adequately cared for in the existing facilities.

The home is managed by the Naval Military Personnel Command.

Uniformed Services Health Benefits Program

The USHBP is a comprehensive health-care plan that includes care provided in Uniformed Services Medical Treatment Facilities and care from the civilian system at full or partial expense to the government.

Retired and dependent personnel may be provided medical and dental

care if space, facilities and proper medical staff are available. Since all USMTFs do not have the same medical capabilities, contact your Health Benefits Advisor to find out which services are available.

No charge is made for outpatient care; however, there is a small daily charge for inpatient care of retired officers and dependents. Retired enlisted do not pay for inpatient care.

When a retired or dependent patient requires care beyond the capabilities of the USMTF, there are several options available. The USMTF is authorized to transfer the patient to the nearest USMTF with those services available. When the patient will remain under the "medical management" of the USMTF, the necessary supplemental professional services or supplies may be bought using the USMTF's operating funds. More commonly, the USMTF will "disengage" the patient, thereby giving up the medical management of the case. At this point the patient assumes financial responsibility for all costs.

Retired, dependents of retired members and survivors of deceased active duty or retired personnel are eligible for civilian care obtained at partial government expense under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS).

However, CHAMPUS shares only certain medical bills. You pay the full bill for any care that is not covered by CHAMPUS. This, combined with decreased access to health care at many USMTFs, makes it smart to buy some type of health insurance supplement. See the "Medical and Dental Care" article in the April 1988 *All Hands* for further information on CHAMPUS and on supplemental insurance.

Veterans benefits for retirees

The Veterans Administration is the agency responsible for administering the federal veterans' programs authorized by Congress. Retirement is considered the same as discharge for the purpose of VA benefits. Therefore, the benefits administered by the VA which are available to personnel being separated or discharged from active service are available under the same conditions to retired personnel.

Eligibility for individual retired members for specific VA benefits must be determined by the VA. The Navy Department has no control over benefits authorized by law and payable by other government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for VA benefits. The role of the Navy Department consists only of furnishing to the VA information which might be requested by that agency concerning retired Navy members' military service and military retired pay.

The VA has regional offices in each state, Puerto Rico and the Philippines. Questions concerning VA benefits should be addressed to the nearest VA office. Toll-free telephone service is available to all offices.

The VA is authorized by law to guarantee loans for homes; to administer the National Service Life Insurance, Servicemen's Group Life Insurance and Veterans Group Life Insurance programs; to provide medical benefits; to administer compensation and pension benefits payable to eligible veterans and their survivors; to provide vocational rehabilitation training and other aids to dis-

abled veterans; to provide education assistance or benefits for veterans, depending on their service dates; and to administer certain burial benefits. All veterans are eligible for medical care. Those with higher incomes are required to pay a portion of the cost if they do not otherwise qualify for no-cost care.

Federal and state benefits

Unemployment compensation

Your eligibility for unemployment compensation is determined by the law of the state in which you file a claim.

The weekly benefit amount is determined by state law based on a person's prior earnings. Some states increase the weekly benefit amount by allowances for dependents. State laws, in general, require that to be eligible for unemployment benefits, an individual must:

- have had sufficient qualifying earnings and employment during the base period;
- be unemployed through no fault of his/her own;
- be physically able to work and be available for work;
- comply with the state's claim filing and registering-for-work requirements.

Income while unemployed may affect your eligibility for unemployment insurance. In some states, benefits are reduced or denied if you receive pay for unused leave or severance pay. Federal law requires all states to reduce an individual's weekly unemployment benefit amount by the pro-rated weekly amount on any pension or retirement pay the individual is receiving. Federal law also permits exceptions to the pension deduction requirement and accordingly, some states'

laws limit the deductions of a pension to the amount of the pension financed by the individual's base-period employer. Benefits will not be paid in any state while you are receiving certain education assistance or vocational subsistence allowances from the VA.

You may receive unemployment compensation for ex-service members (Title 5, U.S. Code, Section 8521) if you meet the following federal service criteria:

- You must have completed your first full term of active service.
- You must have been separated from military service under honorable conditions.
- If you were discharged before completing your first full term of service, you must have been separated for:
 - 1) the convenience of the government
 - 2) medical reasons, pregnancy, or parenthood
 - 3) hardship, or
 - 4) personality disorder or inaptitude, but only if the service was continuous for 365 days or more.

Benefits are payable five weeks after you are separated, provided you are otherwise eligible. Federal law provides that you will be eligible for up to 13 weeks of unemployment compensation benefits or any amount equivalent to 13 times your weekly benefit amount.

Contact your local office of state employment service to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office. In applying, bring in DD form 214N, your social security card, and record of civilian employment, if any, both before and after military service.

Appeal rights

Appeal rights are provided by fed-

eral and state laws. You may ask the state agency for a hearing regarding any notice of determination which reduces or denies your claim for unemployment compensation.

Veterans preference in civil service

A veteran who's disabled or retired, and below the rank of major or the equivalent, may be eligible for preference in competitive examinations for an original civil service appointment.

Five points are added to the earned rating of an applicant who makes a passing grade and is an honorably separated veteran who served on active duty in the armed forces:

- During any war (the official dates for war service are April 6, 1917, to July 2, 1921, and Dec. 7, 1941, to April 28, 1952).
- During the period April 28, 1952, to July 1, 1955.
- In a campaign or expedition for which a campaign badge or service medal has been authorized.
- For more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, and before Oct. 15, 1976, not counting an initial period of active duty for training under the six-month Reserve or National Guard programs.
- Service personnel who began active duty after Oct. 14, 1976, or served in any campaign or expedition for which a campaign badge or service medal was authorized. People who qualify for preference must also have served a total of 24 consecutive months active duty, or the full period called for when ordered to active duty. This does not apply to people with service-connected disabilities.

Ten points are added to the earned rating of an applicant who: a) makes a passing grade and who establishes a claim to preferences by having ac-

tive wartime or peacetime service and has a service-connected disability, or b) is receiving compensation, disability retirement benefits, or pension under the laws administered by the Veterans Administration, Army, Navy, Air Force or Coast Guard.

A veteran who has been awarded the Purple Heart for wounds received in action is considered to have a service-connected disability.

In some cases, a 10-point veteran's preference may also be awarded to a spouse of an unemployed 10-point veteran with a service connected disability, or to:

- The unmarried widow or widower of an honorably separated veteran who served on active duty during any war, or during the period April 28, 1952, to July 1, 1955, or in any campaign or expedition for which a campaign badge or service medal was authorized. This includes the widow or widower of those who died on active duty during the same periods.
- The mother of a veteran who died under honorable conditions while on active duty during the same period, or who became permanently and totally disabled because of a service-connected disability. She must be widowed, divorced, or separated from the father, or he must be permanently and totally disabled.

VA education assistance

Education assistance is available under the Survivors' and Dependents' Educational Assistance Program to the children, spouses, or surviving spouses of members retired with total and permanent disability, or deceased retired members if their disability or death was a result of service in the armed forces after the beginning of the Spanish-American War on April 21, 1898.

Age limits of children are generally between 18 and 26. But in some instances, children below or above those age limits who are otherwise eligible may be permitted to receive assistance.

Application and further information are available from any VA regional office serving the state or area in which the child is living.

GI Bill education benefits

The GI Bill education benefits for eligible veterans was explained in "Education Opportunities" in the February 1988 issue of *All Hands* magazine.

Dependents scholarship program

The Navy has no funds to educate the dependents of our sea service members. However, for the past 30 years a scholarship program funded through Navy-oriented organizations has provided financial aid for dependents desiring a college education. Individual sponsors establish their own eligibility criteria, make candidate selection and pay out all monies to recipients. Scholarship amounts range from \$500 to \$2,000 per year.

There are approximately 50 individual scholarships within the program which provide funds for dependent sons/daughters of active duty, retired, disabled and in some cases, honorably discharged members of the Navy, Marine Corps and Coast Guard. Some of the scholarships provide funds for graduate study and funds for spouses who wish to continue their education.

The scholarship program is open each year from Sept. 1 through the following April 1 to dependent children (including legally adopted and stepchildren) who are unmarried and under age 21, or under age 23 if enrolled in a full time course of study at an accredited institution of

higher learning. An applicant may apply for more than one scholarship if he/she is eligible. High school students should apply at the beginning of their senior year. College students, if under age 23, may apply during any of their four years of study.

The Commander, Naval Military Personnel Command is responsible for updating, printing and distributing the program materials each year. Information and scholarship packets may be obtained after Sept. 1 each year by writing to the Commander, Naval Military Personnel Command, (NMPC-641D), Navy Department, Washington, D.C. 20370-5641. Requests must be received in NMPC no later than March 15 each year. To expedite receipt of the materials, the applicant should state in the letter that he/she is a qualified USN, USMC or USCG dependent.

Help from private groups

Navy Relief Society

The Navy Relief Society helps retired Navy and Marine Corps members and widows and widowers of deceased members. Financial assistance, education opportunities and budget counseling are just some of the services provided by Navy Relief. Contact your local Navy Relief Society office for further information.

American Red Cross

Many offices of the American Red Cross assist in preparing and developing claims for VA benefits. Red Cross chapter participation in this service is based on local needs and existing resources, but information and referral for VA claims assistance is always available.

Also, chapter and national Red Cross staff help with requests for review of discharge or correction of

military records. Chapter workers also help with applications for other federal and state benefits, including those available under the Survivor Benefit Plan.

The Red Cross provides information about, and helps in obtaining services from other agencies, offers counseling in personal and family problems and assists in planning to meet financial needs.

By agreement with the Navy Relief Society in areas where there is no Navy Relief auxiliary, Navy and Marine Corps personnel and their families may apply for financial assistance through the Red Cross. If Navy Relief so authorizes, the Red Cross will advance the funds on their behalf.

Veterans' and other organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the Veterans Administration on behalf of veterans and their dependents. These are either chartered by Congress, designated by Congress, or otherwise recognized by the VA. Only one organization may represent you at any one time. Contact the local chapter of veterans' organizations for further details.

Burial benefits

The Retired Personnel Support Branch of the Naval Military Personnel Command (NMPC-693) will, at the request of survivors of deceased retirees, provide information about benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased. You can call toll-free at 1-800-255-8950.

This service is furnished in lieu of that provided through the casualty assistance calls program in the case of death of active duty members.

This assistance may also be requested from the nearest naval activity.

The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from various service and veterans' organizations. Representatives of these organizations can help in completing any required forms and give information concerning benefits.

There is no charge for gravesites or for the opening or closing of graves in a national cemetery. However, expenses for preparation, casketing or transportation of remains from the place of death to a national cemetery must be met from private funds.

Both the VA and the Social Security Administration provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery.

A member or former member whose last active service terminated honorably is eligible for burial in a national cemetery, except Arlington, in which grave space is available.

If an individual — retiree or dependent — wishes to be buried at sea or to have cremated remains scattered over the ocean, that request should be in writing. Upon death, the individual designated to make disposition of the remains should contact the Office of Medical Affairs through the nearest naval activity for assistance.

A headstone or grave marker is available without charge for any deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. The VA will also allow a maximum of \$76 toward the purchase price of a headstone or grave marker if it is more desirable to pur-

chase one from a commercial supplier. Application for reimbursement may be made on VA Form 21-8834, application for Reimbursement of Headstone or Marker Expenses.

An American flag will be furnished by a VA office or a first-class post office to drape the casket of each retired member. The flag is delivered to the next of kin following interment.

The renditions of military ceremonies or honors depends upon the status of the decedent and upon the availability of American forces troops at an armed forces installation near the national cemetery or private cemetery. If it is determined by the commander of such installation that troops are not available, the next of kin or his representative may be able to arrange for the rendition of honors by members of local veterans organizations.

Checkoff list

The head of a family can make things easier for that family by having papers in order so dependents will know their rights and benefits.

Retired members

Protect your family. Read and review the *Navy Guide for Retired Personnel* with your family. Before retirement, order copies in accordance with NavSup 2002, COG I stock No. 0500-LP-1021. After retirement, current editions may be purchased from the Superintendent of Documents, GPO, Washington, D.C. 20402. Complete the Report of Personal Affairs found in the guide.

Keep your address current. Notify, as appropriate, the Naval Reserve Personnel Center, Navy Finance Center, Veterans Administration and the Naval Military Personnel Command.

Safeguard your records. Keep copies of your naval records and retirement papers in a safe place. Consider recording your DD 214's at the Clerk of Courts office nearest your home. Be sure to record for your next of kin where they may be obtained. Members who elected participation under the Survivor Benefit Plan should include information to that effect. Pre-Sept. 21, 1972, retirees who retained coverage under the Retired Servicemen's Family Protection Plan should keep their RSFPP Election Notice with important papers. Information from these records will be needed to apply for certain benefits.

Keep your beneficiary current. Make changes as necessary due to changes in marital status, deaths, etc.

Correspondence concerning benefits. In all correspondence, identify yourself completely by full name, rank/rate, service/file number, Social Security number and branch of service. If corresponding with the VA, include your claim number.

Periodic check on insurance. Check your insurance policies periodically to ensure the current beneficiary is listed. Holders of term contracts should consider converting to permanent plan insurance.

Obtain and read the applicable publications in the accompanying list.

Survivors

Burial in a national cemetery, reimbursement of burial expenses and headstone information was described previously.

Notification in the event of member's death. Immediately upon death of a retired member, who was retired with pay, the next of kin or the person designated should notify the Navy Finance Center, Casualty

and Annuity Section. Call collect at (216) 522-5495/6/7. Provide the current address for yourself or executor of estate. This will assist in expediting payment of survivor benefits.

The next of kin of a retired reservist who was not receiving retired pay at the time of death should notify the Commanding Officer, Naval Reserve Personnel Center, Code 41, New Orleans, La. 70149-7800. Telephone (504) 948-1832.

Review the personal affairs records. Verify essential information concerning retired member and location of important documents.

Benefits for survivors. Don't hesitate to apply for any benefits to which you think you are entitled. Enclose all documents required by the application.

Advice and assistance. Contact the State Veterans Affairs office, the VA, Red Cross, other appropriate organizations, or any naval activity for help. Additional information is available from the Retired Affairs Branch, Retired Casualty Section, of the Naval Military Personnel Command (NMPC-643). Call toll-free 1-800-255-8950.

Publications of interest to retirees

Retirement and other benefits

Disability Separations (NavEdTra 46601 rev. 1987). Contains information about procedures leading to disability retirement or discharge of the active duty member. For a copy of the pamphlet, contact your command, your service publication distribution center or the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1),

Government Printing Office, Washington, D.C. Contains general information concerning most federal benefits enacted by the Congress for veterans, their dependents and beneficiaries.

Once a Veteran (NavEdTra 46602 series), American Forces Information Service, Department of Defense. Contains information on benefits available from the Veterans Administration and other federal agencies for service members to be released from active duty.

Reference Guide to Employment Activities of Retired Naval Personnel (Nav-So P-1778), Office of the Judge Advocate General, Department of the Navy, 200 Stovall St., Alexandria, Va. 22332. Explains the Dual Compensation Act, conflict of interest and other restrictions on civilian employment.

Survivors, U.S. Department of Health and Human Services, Social Security Administration, SSA Publication No. 05-10084, January 1988. Contains information concerning Social Security survivor benefits.

Your Personal Affairs (NavEdTra 46600 series), Office of Information for the Armed Forces, Department of Defense. Contains general information about matters affecting the personal affairs, including insurance and benefits, of service members and their families.

Veterans Preference in Federal Employment (EV 2), U.S. Office of Personnel Management, Washington, D.C. Government Printing Office. Explains the various restrictions imposed upon retired military personnel in federal employment.

Federal Job Information Centers Directory (BRE-9), U.S. Office of Personnel Management, Washington, D.C. 20415. This is a comprehensive listing of Federal Job Information

Centers throughout the United States where answers can be provided to questions about federal employment.

Tax Credit for the Elderly (Publication No. 524). This document may be obtained free directly from District Directors of the Internal Revenue Service.

Additionally, the two publications described below contain comprehensive, up-to-date, Navy-specific information on military retirement that the retiree should find particularly useful.

Navy Guide for Retired Personnel and Their Families (NavPers 15891 series). Provides detailed information on retired rights, benefits and privileges. In accordance with MilPers Manual article 6220120, this publication will be provided to career personnel prior to retirement. Copies may be ordered in accordance with NavSup 2002, COG I stock No. 0500-LP-345-1021. After retirement, current editions may be purchased from the Superintendent of Documents, GPO, Washington, D.C. 20402.

Shift Colors (formerly the *Retired Naval Personnel Newsletter*). Published quarterly, updates information provided in the *Navy Guide for Retired Personnel and Their Families* and serves as an official line of communication between the Navy and members of the retired community to keep them informed of new legislation, significant changes in regulations and policy and recent developments in the Navy. Retirees' names are entered automatically on the subscription list. Members who do not receive an issue within six months after retirement should contact the Commanding Officer, Naval Reserve Personnel Center, Code 03, New Orleans, La. 70149. □

Medical claims correction

A box on page 42 of the April 1988 issue of *All Hands* magazine erroneously listed Naval Medical Clinic Pearl Harbor, Hawaii, as the address for processing all medical and dental claims for all active duty members who received emergency care by civilian providers.

Commands should *only* send claims to Hawaii for Navy and Marine Corps active duty members who received treatment in Hawaii. Active duty Air Force and Army members should check with their local medical treatment facility for proper claims filing procedures.

In both emergency and non-emergency cases, claims should be sent initially to the member's command. Non-emergency care requires prior approval from the appropriate office of medical affairs or office of dental affairs. The individual's command then prepares NavMed 6320/10 in accordance with NavMedComInst 6320.1A, and forwards the claim to an OMA, ODA or other adjudicating authority, depending on where treatment was received.

The OMA and ODA addresses listed on pages 44 and 45 of the April issue of *All Hands* are correct, although some of the counties within the states assigned to those offices have changed since publication. Consult your nearest NavMedCom geographic command OMA or ODA for updated information. □

Mail Buoy

Cormoran* vs. *Cormorant

I recently read the February 1988 issue and I was particularly intrigued by the article on Project Sea Mark on Pages 18-25. But there are two inaccuracies in the article that I must point out; I refer to the name and type of German ship on the bottom of Apra Harbor, Guam on Page 21.

The article identifies the ship as *Cormorant*, whereas, the correct name is *Cormoran*. Also the article identifies the ship as a merchantman when the vessel is actually an Imperial German Navy cruiser. I submit these corrections so that the writer would be informed of the mistakes.

My reference is the book, *A Complete History of Guam*, by Paul Carano and Pedro C. Sanchez, published by Charles E. Tuttle Company. Both authors are noted historians on Guam. Pages 224-227 of their book give a brief scenario on how the vessel came to Guam and how it was scuttled by its German crew.

Today, *Cormoran* is a popular dive attraction for local divers and military personnel stationed on the island.

—Ens. Stefan M. Wusstig
USS *Peoria* (LST 1183)

NavElex-cellent

It was with great pleasure that I read JO2 Masci's article on NavElex San Diego in your February 1988 issue. I recall the anticipation I always felt, during 23 years of active duty, early each month for my opportunity to read *All Hands* for the "latest scoop" on what was going on in the Navy. I'm happy to say I find the fine tradition of items of interest to "all hands" still being reported and I offer a personal "Bravo Zulu" to you and the entire *All Hands* staff.

Petty Officer Masci interviewed me for my input to the NavElex story and I feel that he conveyed my feelings very well. Systems manufacturers often apply a descriptive name to a common device. For example, a screw or "fully slotted, manually activated, fiber-intrusive, materials securing unit." The purchasing agent seldom sees what he buys, so the contractor increases the price based upon the description.

Incidentally, the "faulty gasket" I am holding in the photo was listed by the

Defense Logistics Agency for \$1,737.06. But, since our inquiry, has decreased in cost to \$6.48. We use 400 of them each year.

Again, thank you for your fine article.
—Robert J. Simmons, ETCS (ret.)
San Diego, Calif.

Safety first

Inside the back cover of your October 1987 issue, you show a picture of a senior chief really getting hosed for a good cause. Atta boy, Senior Chief, but next time please wear your personal safety equipment properly, i.e. goggles. We would hate to think that a top-notch magazine like *All Hands* condoned the unsafe act pictured in the name of charity. Keep up the excellent work, but think "safety first."

—AMSC J. Y. Peebles
NAS Atlanta
Marietta, Ga.

Reunions

• **Jonathan M. Wainwright DoD School; Tainan, Taiwan**—Reunion July 1-3, 1988. San Francisco Airport Marriott Hotel. Contact Joy Harper Bryant, 13534 Sprucewood, Dallas, Texas 75240; telephone (214) 392-2915.

• **VQ-1/VQ-2**—Reunion July 2-3, 1988. Washington D.C. Contact Richard M. Norman, 5118 Pheasant Ridge Road, Fairfax, Va. 22030; telephone W: (202) 695-9590, H: (703) 830-0443.

• **USS Terry (DD 513)**—Reunion July 2-4, 1988. Holiday Inn, 3300 Dixie Bee Highway, Terre Haute, Ind. 47802. Contact Frank Lewis Wey, 1519 Woodley Ave., Terre Haute, Ind. 47804; telephone (812) 232-7330.

• **USS Santee (CVE 29/ AO 29), Squadrons 24, 26, 29, and Marine 21**—Reunion July 7-9, 1988. Omaha, Neb. Contact Bill Walsh, 205 S. 16th St., Denison, Iowa 51442; telephone (712) 263-2737.

• **CBMU 593**—Reunion July 15-17, 1988. Port Hueneme, Calif. Contact L.K. Martin, 1916 Windsor Ave., Owensboro, Ky. 42301; telephone (502) 683-4268.

• **UDT/SEALs**—Reunion July 15-17, 1988. USNAB Little Creek, Va. Contact Fraternal Order of UDT/SEAL, P.O. Box

5365, Virginia Beach, Va. 23455.

• **3rd BLT, 3rd Marines, 3rd Marine Division and Navy Personnel from the Vietnam Era**—Reunion July 21-23, 1988. To be held in Florida. Contact John Mick, 1638 S.W. Coral Reef, Sebastian, Fla. 32958; telephone (305) 589-4671.

• **LST 582, World War II**—Reunion July 28-31, 1988. St. Louis, Mo. Contact Ed Novak, 2904 Hiss Ave., Baltimore, Md. 21234; telephone (301) 665-5953.

• **USS Ashland (LSD 1), USS Belle Grove (LSD 2)**—July 1988. Nashville, Tenn. Contact Del Catron, 14732 Van Buren St., Midway City, Calif. 92655; telephone (714) 897-1787.

• **Association of Minemen**—Annual meeting and reunion Aug. 12-14, 1988. Charleston, S.C. Contact Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; telephone Lyal Stryker, (803) 797-0841 or (803) 553-1450.

• **USS Tautog (SS 199/SSN 639)**—Reunion Aug. 18-20, 1988. Bremerton, Wash. Contact Joan M. Courteau, 2560 Roth Place, White Bear Lake, Minn. 55110; telephone (612) 429-6851.

• **USS Ranger (CV 61)**—Reunion Aug. 19-20, 1988. Arlington, Va. Contact John Muzio, P.O. Box 49, Round Top, N.Y. 12473.

• **River Patrol Force (Task Force 116)**—Reunion Aug. 19-20, 1988. Norfolk, Va. Contact Al Van Horne, P.O. Box 5523, Virginia Beach, Va. 23455, telephone (804) 486-1696.

• **USS Henderson (DD 785)**—Reunion Aug. 19-21, 1988. South Lake Tahoe, Calif. Contact Dick Sierra, P.O. Box 1024, South San Francisco, Calif. 94080.

• **USS Hoe (SS 258)**—Reunion Aug. 31-Sept. 4. Hyatt Regency in Milwaukee, Wis. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 34209; telephone (813) 792-6916.

• **LST 47**—Reunion Aug. 30-Sept. 5, 1988. South San Francisco, Calif. Contact Robert J. Dolan, 24 Gray Brooke Lane, Florissant, Mo. 63031.

• **USS Bremerton (CA 130)**—Reunion Aug. 1988. Long Beach, Calif. Contact R. F. Polanowski, RD#1, Belfast, N.Y. 14711; telephone (716) 365-2316.

• **CGC Wachusett (WHEC 44)**—Reunion Aug. 1988. Seattle, Wash. Contact Gary E. Hodge, 115 W. Bullard Ave., Lake Wales, Fla. 33853; telephone (813) 676-4765.



Navy women ● Page 18



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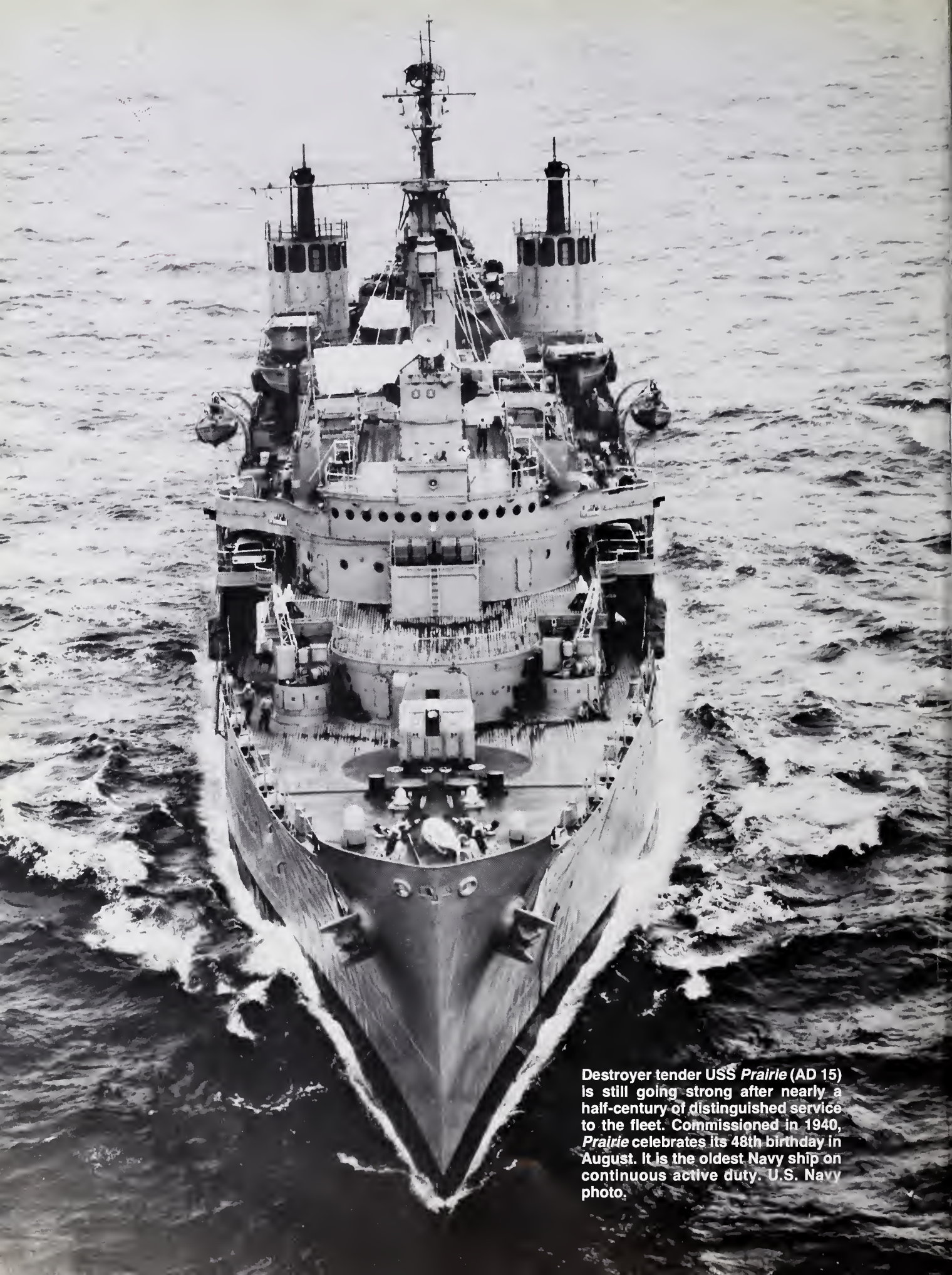
MAGAZINE OF THE U.S. NAVY

JULY 1988

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- Navy baseball
 - War posters
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Destroyer tender USS *Prairie* (AD 15) is still going strong after nearly a half-century of distinguished service to the fleet. Commissioned in 1940, *Prairie* celebrates its 48th birthday in August. It is the oldest Navy ship on continuous active duty. U.S. Navy photo.

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William L. Ball III

Chief of Naval Operations
Adm. Carlisle A.H. Trost

Chief of Information
Rear Adm. J.B. Finkelstein

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MAGAZINE OF THE U.S. NAVY

JULY 1988 — NUMBER 856
 65th YEAR OF PUBLICATION



Photo by PH1 Chuck Mussi

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Front Cover: A Naval Academy midshipman at bat for a winning team. See story, Page 24. Photo by PH1 Chuck Mussi.

Back Cover: A World War I recruiting poster encourages men to enlist in the Navy. See story, Page 18. Art by H. Retuerdahl. NH66561KN

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Navy Currents

Code of Conduct revised

Service members will be "American fighting men" no more, according to the newly revised Code of Conduct, which describes them simply as fighting Americans.

An executive order signed by President Ronald Reagan March 28 removes the gender-specific phrase "American fighting man" from the wording of the Code of Conduct.

The order is the result of a letter sent to the Secretary of Defense in 1985 by Hospitalman Stephanie Augustine, a Naval Reservist. Augustine submitted the letter through her chain of command because she felt that the code did not incorporate women service members.

Amended are Articles I, II and VI of the six-paragraph code originally written in 1955 to provide guidelines for service members who may become prisoners of war.

The wording of the "old" code described a service member as:An American fighting man; ... I will never surrender my men....; and, ... I will never forget that I am an American fighting man,

The code now reads: "I am an American; ... I will never surrender the members of my command...; and, ... I will never forget that I am an American...."

It is intended that the code will retain its full meaning and effect with the changes. □

'Plain English' orders

Because of a new format, enlisted orders should be easier to read and understand.

The new format for permanent change of station transfer orders features "plain English" with very few codes, abbreviations or acronyms.

Under NavMilPersComNote 1320, dated May 27, 1987, permanent change of station orders will take the place of the enlisted personnel action document/standard transfer order. The change is being done in phases that began with orders written after April 19, 1988.

Besides using plain English, specific items that were required on the standard transfer order, such as leave address, advance pay, advance travel, etc., will still be a requirement but will be

typed on the reverse side of the person's PCS orders. The new format also requires the member to sign the certified original orders and the commanding officer or other designated official to sign the reverse side to authorize pay, travel and entitlement.

The new format for enlisted orders has been in use for officer orders for more than a year. □

Some deductions not allowed

The amount Navy people can deduct for contributions to individual retirement accounts is restricted by the tax reform act of 1986. Navy members are covered by an employer's pension plan, although the 1987 Internal Revenue Service W-2 form for Navy and Marine Corps people doesn't indicate it.

AINav 32/88 advises that if you have filed your 1987 taxes and you have erroneously deducted IRA contributions in excess of the amount allowed, contact a legal assistance attorney for information about amending the tax return.

This applies to those on active duty and reservists who served on active duty for more than 90 days during 1987. □

High marks for *Trident II*

The Navy's *Trident II* (D-5) missile program recently earned praise from the House Armed Services Committee.

"It's important that we point out Pentagon success stories as well as the horror stories that always seem to dominate media reporting," said Rep. William L. Dickinson (R-Ala.), describing the committee's report.

Rep. Les Aspin (D-Wis.), chairman of the committee, said the D-5 program is well-managed and credited the Navy's strategic systems program office with making it successful by maintaining a sound management team whose members serve tours averaging six years and are tasked with following the program through all phases of research and development.

Ten of the 11 D-5 tests have met test objectives. The missile is expected to go to sea in

December 1989 in *Ohio*-class submarines.

Each *Trident* submarine can carry 24 of the new missiles. Pentagon sources said the *Trident II*'s mission is "to deter nuclear war by means of assured retaliation in response to a major attack on the United States." □

Some 'can do,' some can't

What's the difference between commands that "can do" and those that can't? According to a Navy command effectiveness study, the best fleet units are combat ready and accomplish their missions but also have strong safety records and high morale and retention.

The study, incorporated into a "model for command excellence," was conducted over a two-year period at aircraft squadrons and on ships and submarines.

The model is part of a two-day leadership management, education and training program for Navy officers, lieutenant commander and above, who are in or anticipating command.

The course is one of many officer and enlisted seminars offered by LMET training teams from Naval Amphibious Base Little Creek, Va., and NAB Coronado, Calif.

For more information on LMET courses, contact Capt. Huling or Lt. Gault at Naval Military Personnel Command's leadership division, at Autovon 224-2563/2608 or commercial (202) 694-2563/2608. □

Bogus Persian Gulf medals

There have been recent reports of an "unofficial Persian Gulf medal" being sold by commercial sources. One Norfolk newspaper even described informal presentations using this medal. Such actions undermine the status of genuine and hard-won service medals and discredit the awards system. Navy people should not participate in such mock presentations.

The Secretary of Defense approved the Armed Forces Expeditionary Medal for forces operating in the Persian Gulf after July 24, 1987. A listing of eligible ships and units is being compiled and will be published by OpNav. □

Sea/shore policy revised

Sea/shore rotation patterns have been revised to increase sea duty opportunities for the growing number of Navy enlisted women.

In 1991, enlisted women in the Navy will increase from the current 9 percent to 9.6 percent of the force. This means that more women will serve at sea to ensure fair rotation for all Navy people.

NavOp 37/88 establishes a rotation pattern for women that is consistent with their ratings. This new policy cancels NavOp 65/87.

All women in place or under orders written on or before March 31 will be "grandfathered" to the rotation pattern in effect before October 1987.

A briefing on this revised sea/shore rotation policy will be provided at specific fleet sites by a CNO briefing team and detailee field trips. For more information concerning the briefings and changes to the rotation policy, see NavOp 37/88, or consult your detailee. □

Academy needs applicants

The U.S. Naval Academy is concerned with the declining number of enlisted people applying for admission.

According to Capt. Harry A. Seymour, director of candidate guidance, the reason for the decline is that young enlisted people are unaware of the opportunities for them at the Academy.

"Some of the enlisted feel that they are not qualified to attend the Academy and could not succeed," Seymour said. "Or they don't know that the Naval prep school exists."

The Naval Academy Preparatory School provides additional courses of instruction in academics, physical fitness and military training for Academy applicants who exhibit traits of a future officer, but did not receive a direct appointment that year. Most graduates go on to attend the Naval Academy the following year.

The Secretary of the Navy can name 85 regular Navy enlisted people and 85 reservists to the Academy, but the nominations are not being filled.

For further information on enlisted appointments to the Academy, see OpNavInst 1531.4E. □



Vice Adm. Leon A. Edney

Photo by PH1 Chuck Mussi

People come first

Story by JOC Robin Barnette

If you, the "average sailor," were asked to list the top three priorities of the Navy today, what would you include? You might name such things as the goal of 600 ships, further development of anti-submarine warfare technology and better weapons systems. No doubt about it, these are all important.

But on a day-to-day basis, your personal worries are about paying the bills, having a decent place to live and reaching your career goals. Your personal "top three" includes those issues — and you may wonder if Navy leadership in Washington, D.C., feels the same way and is carrying that message to Congress.

Well, the Navy's top three priorities *do* include your worries.

"These are the real 'top three,' which make possible true readiness," said the Chief of Naval Personnel, Vice Adm. Leon A. "Bud" Edney. Edney sees people as the key to the Navy's success today and tomorrow, and to him that means quality of life for those people is essential. "For someone to tell you, five years from now, that the Navy is as good, as strong, as high in morale, and is as responsive as it is today, will depend on how successful we are in protecting our quality-of-life issues," he said in a recent interview with *All Hands*.

Edney said that the Navy's top leaders agree with him that quality-of-life issues are vital. "I would like to assure the American sailor that Adm. Trost, Secretary Ball and myself are all working to keep the people programs number one on our priority list."

We need more pay and VHA

Edney said the first stop on the road to sustaining and improving the quality of life for sailors is to "make sure that they are paid properly. The top priority that we have this year is to do everything we can to get the

4.3 percent pay raise. That's a pay raise across the board — we're talking about base pay, basic allowance for subsistence, and basic allowance for quarters. In addition, we urgently need a variable housing allowance increase."

He explained that VHA was set up by Congress in response to the rising cost of living: It was necessary to attract people to the all-volunteer force and keep them in. "The commitment was that basic allowance for quarters would cover 65 percent of the housing cost, another 20 percent would be covered by VHA and 15 percent would be shared by the sailor," he said. "But because the cost of living has gone up and the Congress hasn't increased VHA or BAQ, the sailors are taking on an extra burden. So I believe we need the pay raise *and* a variable housing allowance increase."

The admiral also said that continuing support for selected reenlistment bonuses is vital, "so that those people with special talents and the special knowledge that is required to run a technically complex Navy are retained within the force."

Support of welfare and recreation activities is another important issue, according to Edney, as is the issue of child care. "I've been visiting our child care centers and I am *impressed* with the quality, I'm *impressed* generally with the facilities, but there are just not enough of them." He said the Navy is not meeting the increased demand for quality child care, and this affects both quality of life and readiness. "To get adequate child care at a price you can afford is very important in the Navy, so child care is an important issue to me."

Signing up and staying in

One reason that the Navy's quality of life is so important is its affect on recruiting. Edney said recruiting is currently going well. "We're get-

ting the numbers and quality of people we need," he said. "The difficulty that we recognize is that we've been on a declining male population growth. That lack of sufficient numbers is coming into the age group where we recruit, the 17- to 21-year group." That means that in the next six to seven years the military will need to recruit one in every three males in that age group. "It's going to get more challenging. But we will continue to get a high quality force as long as we maintain that commitment to quality of life."

Retention is also affected by quality-of-life issues. "Keeping our quality sailors in for the long haul is where we have to put the most emphasis," Edney said. "We've been doing reasonably well in the last two to three years. But we've got a very thin margin in some of the highly trained specialty areas that we need to keep the Navy operating. Retention is our biggest concern." He mentioned that the most troublesome difficulties are with retaining doctors and nurses, pilots — there is increasing competition with the airline industry — and both officers and enlisted in the nuclear power field.

"One Navy" and equality

But quality of life is more than tangibles like pay and allowances and centers for child care and recreation. Edney also named human relations as an important issue. "We need to make sure that in the total one-Navy concept, we have our priorities straight when it comes to human relations and equality," he said, "and that we are a force that recognizes the dignity of the individual."

He wants to focus attention on both affirmative action and issues concerning women. "I'll tell you, I don't get very comfortable when somebody tells me we've 'put equal opportunity back in the chain of command where it belongs.' The chain of command can be pretty

crusty, pretty insensitive to majority/minority issues," he said.

"If you ask most of the majority, affirmative action is looked at as being tokenism, or giving favoritism in advancement. And that's absolutely not what affirmative action is," Edney continued. "Affirmative action is recognizing that you've got people of all make-ups and all education backgrounds coming into the Navy, and in the one-Navy concept we have an obligation to make sure that those who enter with less of an educational opportunity — not ability, but opportunity — have an equal opportunity to grow and develop and get advanced. Left on its own, the system doesn't do that very well." He said the CNO has made upgrading the quality and effectiveness of command-managed equal opportunity programs a priority.

The emphasis on training in sexual harassment is part of Edney's majority/minority concerns. "We've got 54,000 women in the Navy," he said, "and the force has outstanding quality. We *can't* do our mission without the women. We need to raise the sensitivity level — our women should expect to be treated with dignity. I'm talking about the abusive verbal harassment that is the insensitivity of the majority with the feelings of the minority. And we're getting that message out loud and clear."

Paying the bills

But it's one thing to talk about people programs being a top priority, and it's another to make them happen. The biggest stumbling block is, as you might expect, money.

"We have to communicate these issues to Congress," Edney said, "to make sure that if they authorize programs in support of people, then they appropriate the funds to go along with them."

Congress did *not* fund all programs they authorized. That fact

People come first

contributed to this year's "early outs" and delays in promotions and permanent change-of-station orders. "Congress increased the bonuses for submarine pay — a 35 percent increase that was desperately needed — but they didn't appropriate the money to go with it. The two percent pay raise — they authorized the pay raise, and said take 13.2 percent of it 'out of hide,'" he explained, saying that the Navy had to provide part of the pay raise out of existing funds. Similarly, Congress approved imminent danger pay for sailors in the Persian Gulf, but failed to appropriate the money. The Navy took funds from other programs to provide the extra pay.

Edney pointed out that the budget is the subject of intense debate in Congress, and that the budget and economy are of prime concern to the American people. This year, Congress did not authorize the federal budget for FY 88 until January, three months into the fiscal year. "We operated under what we call a 'continuing resolution,'" he said. "That means you spend for this year at last year's rate until you find out what this year's rate really is." When the budget was finally approved, the Navy found itself with additional expenditures authorized — such as the two percent pay raise — but no additional funds. Edney compared it to a checkbook: you plan to write checks based on a certain balance in the bank, but then discover there's less money than you thought in the account. "Unless you want your checks to bounce, and go to jail, you have to make some adjustments. That's what we were doing this year. They were totally unpalatable, but, unfortunately, necessary actions," he said.

Money-saving tactics

It was this situation that resulted in the "early outs." By the time Congress identified the budget, Edney said, the halfway point of the fiscal

year was approaching. It left little room to maneuver within the tight budget allotted to the Naval Military Personnel Command. "We looked at all of the options we had available to us — we had several, and not one of them was good. So we went to the fleet and asked sailors to make an early decision to stay with the Navy. We were *not* asking people to leave the Navy," he said. Theoretically, all the sailors who got out early could have reenlisted, in which case, Edney said, the Navy would have reevaluated the budget and had no other choice but to ask Congress for more money. But realistically, some would choose to leave the Navy, and that's what has happened.

Edney expects this program to save approximately \$47 million. The exact figure won't be known until it's determined how many stayed in and how many elected to get out of the Navy. The predicted amount of savings was based on standard reenlistment rates, which Edney said indicated "that 45 percent of the sailors who had an EAOS coming up would go home, and we wouldn't have to pay their salaries. That's how you save the money."

Other money-savers included delayed promotions for E-1s and E-2s, and a delay of all promotions from lieutenant junior grade to captain for the remainder of the fiscal year. Delays in PCS orders of four to six months were also necessary, due to cutbacks in the funds appropriated to move people.

Communication is the key

Edney recognizes the impact these money-saving programs have had on Navy people. "The individual sailor looks at it as a detriment to his quality of life, and we have to fight very hard to preclude those things from becoming the norm," he said. "We certainly don't want these actions repeated. We'll have to wait and see how the next budget cycle develops,

but I think we've learned some lessons."

The Chief of Naval Personnel also said telling sailors what is happening is essential to keeping up morale. "Say you call in from the fleet from sea duty and say to your detailer, 'Hey, what's going on — I'm ready to go to shore.' And the detailer kind of hems and haws and says, 'I really don't know what I can do for you.' 'Well, if *he* doesn't know,' the sailor says, 'who the hell *does*? That's Washington I'm talking to!'" Edney said, "I decided that's worse than going out and saying, 'Look — until we find out what the budget is, you can expect a delay in your orders.' They don't like the message, but at least they know what's going on. I think it's very important that we listen to the sailor and communicate with the sailor, and that's what I'm trying to do — provide straight talk to the fleet and the sailor on the deckplate."

Congress mandates cuts

The Navy faces more than budget cutbacks: serious cuts in the numbers of officers has also been mandated by Congress. A 1986 law required the Navy to cut officer strength one percent in FY 87, two percent this year, and three percent in FY 89. The Navy has made a two percent cut already, but is resisting further cuts.

"We have thinned out over the last two years to the point that I don't think we can thin any further," Edney said. "Further cuts would be devastating to readiness and to morale and retention issues." His concern springs from the fact that the growth to a 600-ship Navy is still authorized. "The Navy is always going to man those ships, so what we've done is thin out the shore establishment. There is a perception that the shore establishment is kind of fat — but my experience is that most people don't understand the

complexity of keeping those ships at sea." Although serving aboard ship at sea is what the Navy is all about, ships require the support of shore stations to operate.

"We have bled the turnip dry drawing down our shore and support staffs to keep fleet manning high," Edney said. "Further reductions will have an even greater adverse effect on readiness."

The Navy's not alone

The Navy isn't alone in facing cutbacks. According to Edney, the Army and Air Force are dealing with the same issues. He said the services will be equally affected, but the cuts will be applied from different starting points. During the build-up of the armed services over the past eight years, the Army and Air Force were able to take in more personnel in 1981 and '82 than the Navy. "When you commit yourself to building a ship in 1981, and it doesn't come on line until 1989, you're not allowed to have the people waiting around for that ship," he said. So when the other services were directed to continue to cut back on personnel recently, it appeared the Navy was not. "What we were doing was giving up approved growth — planned growth to meet ships and squadrons coming on line downstream. Our people had not come on board yet."

So, despite appearances, there has been a pronounced impact on the Navy. "The planned growth to meet the 600-ship requirement, and the need for a shore establishment to maintain and repair those ships, was a total of 618,000 to 620,000 people. We're leveling off in the Navy at 593,000 people. So that's 25,000 to 27,000 fewer than what we had planned on," Edney explained. Fortunately, it appears the Navy has made its case for avoiding further across-the-board officer cuts directed by Congress for next year.

What about the future?

The future budget situation for the Navy isn't bright. In order to begin bringing deficit spending under control, the Navy's share of cuts for FY 89 was \$12.3 billion dollars. That's bound to have impact on personnel issues. "The difficulty is that there hasn't been any reduction in operational requirements, which are generated by circumstances beyond the Navy's control," the admiral said. "In fact, if anything, the requirements are increasing."

It would be easy if the Navy could reduce the number of ships and people *and* there were also fewer trouble spots in the world. Instead, the Navy faces a growing number of commitments.

"That's where the rubber hits the road, so to speak. That's why we have to fight so hard against reducing our force levels, because if we reduce our number of ships and keep the commitments the same, we're going to further strain that quality of life and burn out our people," said the Chief of Naval Personnel.

No easy fixes

These developments will have direct impact on the personnel tempo of operations and operations tempo programs. "We are still committed to maintaining the PersTempo/Op-Tempo that says a sailor should expect to have no more than six-month deployments and he or she should be able to spend two months in port for every one month deployed," he said. "We have met it with 80 percent of our ships, but when we start reducing our ships and increasing or even staying the same with the operational requirements, there's no give left."

There are no easy fixes to these problems — the budget will continue to be tight and operational commitments high. "There's an obligation on Navy leadership to recognize and get the message out to the

American people and to Congress," Edney said.

There must be limits to the budget and personnel cutbacks Congress makes. "The responsibility of Congress, in my judgment, is that if you draw down far enough then you should tell us which requirements around the world aren't important — tell us where you no longer expect Naval forces to be forward-deployed to as part of our national interest. We just have to keep pressing and reminding Congress of that.

"We learned the folly of undiminished requirements and reduced force structure back in the '70s and we're determined to do all we can to prevent a repetition today. We simply must not run our sailors into the ground."

Standing with pride

The 31-year Navy veteran said there are rough budgetary seas ahead. To weather the storm, sailors need to assess where we've come from and where we are today. "When they do that I think Navy people will feel good about themselves and what they're doing in making a contribution to this country's defense. Sailors need to remember the gains that have been made in the last eight years," he said, "including increased pay, new and upgraded ships, and availability of spare parts." And sailors need to look at themselves. "I think the quality of our sailors today is higher than it's ever been. Today we have a modern, capable, new Navy that I think stands with pride. And we have proved that the adversary, whoever it may be, will *not* win on the seas that this nation sails.

"American sailors are the best bargain in America today," Edney said. "You can bet your life on them. They are better than they ever were. And properly led, they will do things better than it has ever been done." □

Barnette is assigned to All Hands.

Navy blue at the Olympics

Story by Russell W. Ramsey, Ph.D.

The first Olympic Games were held nearly 3,000 years ago. Some of the athletic contests were held in honor of Poseidon, god of the sea. Many of the athletes who participated were sailors and seagoing soldiers who fought ship-to-ship in the Mediterranean wars.

The modern Games, begun in 1896, have also included many sailors. In fact, sailors — U.S. sailors — set the tone for the Olympic Games.

The cruiser USS *San Francisco* (C 5) was in the harbor at Athens, Greece, for the 1896 Games. The sailors attended the competition wearing their uniforms and joined a large, friendly Greek crowd sitting near a cluster of American college students. When James B. Connolly of Boston appeared likely to win the triple jump, called the "hop, step and jump" in those days, the sailors showed the Europeans what organized cheering can do for an athletic team.

"U! U! U-U-U! — S! S! S-S-S! — A! A! A-A-A!" they shouted. "CON-NOL-LY, HEY-HEY, U-S-A!" Jim Connolly won the first modern Olympic championship, recognized by a silver medal in the 1896 Games, and the American crowd went wild. The Greeks had never heard anything like it. But they joined in the cheering when another American —

Robert Garrett — upset the two Greek favorites for the discus championship. From that day on, there have been national groups doing organized cheers at the Olympic Games.

At the 1912 Stockholm Games the modern pentathlon event was introduced, a competition composed of swimming, steeplechase horseback riding, pistol shooting, cross-country running and fencing with the competition saber. Military men dominated these events until well after World War II.

But it was the great pre-Olympics athletic matches in 1918 among the soldiers and sailors from the victorious Allied powers — Britain, France, the United States, Belgium and the British Dominions — that put sailors into the Olympics on a large scale. In those matches at the World War I Allied Expeditionary Force Inter-Service Championships, U.S. Navy cutter races, marksman-ship competitions, fencing matches and wooden cutlass drills paid off in a big medal harvest. The U.S. Olympic Committee got the message, and, to the 1920 Olympics at war-torn Antwerp, Belgium, came a huge contingent of Naval athletes aboard USS *Frederick* (ACR 8).

The U.S. Navy contingent passed in review before King Albert, then shifted from navy blue to athletic

regalia and went to work. The results were staggering.

Lt. Willis Lee won five gold, a silver and a bronze in the rifle events, a medal harvest at a single Games that was only tied by one American (Mark Spitz, in 1972), and finally exceeded by a Soviet Union gymnast in 1980. Lee became both the most highly decorated American Olympic champion and the highest ranking champion. During World War II, Admiral Lee's force sank all the Japanese capital ships at the Battle of the Solomon Straits, for which he was awarded the Navy Cross.

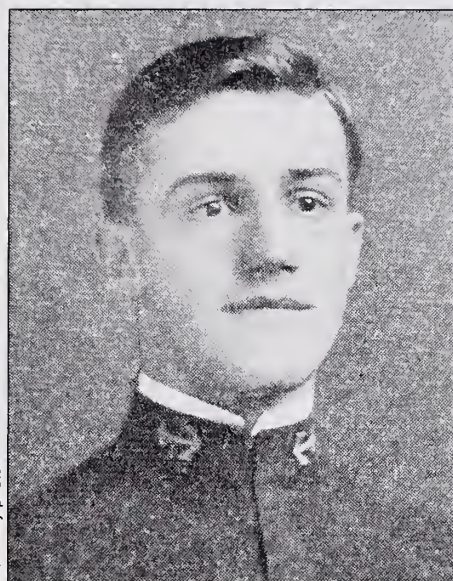
Willis' teammate, Lt. Carl Osburn, had already won Olympic gold, silver, and bronze medals in rifle shooting at the 1912 Games. At Antwerp, Osburn snared four golds and two silvers. His career medal count tied him with another American — super swimmer Mark Spitz — as America's top holder of career Olympic medals: 12.

Ens. Virgil Jacomini came to Antwerp with the fabulous Annapolis eight-oar rowing crew. They not only won the gold medal against Europe's most exclusive rowing club "8s," but left the opposition farther astern than any "8" in rowing history, to that date.

To the fabled Paris Olympics of 1924 came sailors aplenty aboard a battleship. The ship's band and the



Naval Academy cadets Willis Lee (below left) and Carl Osburn (below right) won 13 medals between them in the 1920 Olympics. Left: The United States' International Free Rifle Team of 1923 included Lt. Carl Osburn (3rd from the right) and Lt. Walter Stokes (far right).



sailors' cheering added much to the hoopla, depicted in the 1981 film *Chariots of Fire*.

Lt. Walter Stokes, a varsity wrestler, swimmer and rifle shooter at Annapolis, garnered a gold and a bronze in the 1924 Olympic marksmanship competition. Walter went on to receive medical and law degrees and, during his graduate student days, coached championship shooting teams for George Washington University in Washington, D.C.

At the 1924 Games, Annapolis boxing coach Spike Webb established America's tradition of Olympic ring excellence. Spike served as U.S. Olympic boxing coach four times between the two World Wars, and many of his proteges went on to service and professional championship titles.

In 1932, Lt. George Calnan won his third Olympic bronze medal in

fencing at the Los Angeles Olympics. He was America's first world-class swordsman, and competed in Olympiads. Calnan was nominated for president of the Amateur Fencers League of America, the governing body of the sport, but never received his final honor. He was killed in April 1933 off the New Jersey coast, when the U.S. Navy dirigible *Akron* crashed and burned. The Calnan Trophy, since 1934, has been the superbowl prize of amateur fencing.

In later Olympics, Naval swimmers were a major athletic force for America. Backstroke Adolph Kiefer was the first ever to break the one minute barrier for 100 yards. He was 100-meter backstroke champion in Berlin at the 1936 Games, and he held the world's record for over a decade.

When World War II broke out, the U.S. Navy needed water survival

training on a mass scale for its ships' crews. Kiefer became a chief petty officer, then was commissioned and served as officer-in-charge of the water survival facility at Bainbridge Naval Training Center, R.I.

Freestyle champion Alan Ford grew up in the pre-World War II Panama Canal Zone, where both competitive swimming and the U.S. Navy were prominent. In 1943, Ford took down Johnny Weissmuller's 17-year-old world record for the 100-yard freestyle, and the following year he was the first swimmer in history to break the 50-second barrier for the 100-yard distance.

Ford followed a group of friends into the U.S. Navy in World War II. By 1948, there was a whole new crop of competitive swimmers; yet he was still good enough for the silver medal in the 100-meter freestyle at the London Olympics.

Does Poseidon, god of the sea, reign at the Olympic Games? Ask the athletes in blue who brought home the gold, the silver, and the bronze as they covered themselves in glory on the high seas.

The U.S. Naval Academy ranks seventh in the overall production of American Olympians, a remarkable achievement considering the size of its student body in comparison with the huge state universities and their focused athletics resources. The fleet has sent dozens more athletes to compete, and from the very first modern Games there were American sailors cheering on the American athletes. That's the Navy way! □

Ramsey is a professor of national security affairs at the Air Force Command and Staff College, and a lieutenant colonel in the Army Reserve.

Flying high

Perseverance pays off for Navy test pilot turned Academy aerospace instructor.

Story by JO2(SW) Gary Ross

Look up the word “perseverance” in the dictionary and you just might see the name Beth Hubert.

During Hubert’s 10-year Navy career, she’s broken into a world that most of us only dream of. It’s a world of “turnin’ and burnin’,” supersonic speeds, gut-wrenching aerial maneuvers, and most of all, a world where men have always dominated. Enter a woman who breaks into that male-dominated world — Lt. Cmdr. Beth Hubert, U.S. Navy jet pilot.

Hubert, now an aerospace engineering instructor at the U.S. Naval Academy, had to overcome many obstacles to get into the Navy flight program. She encountered her first obstacle while a student at Washington State University — only male candidates were being accepted for flight training, she was told.

But Hubert was persistent, and after several trips to the recruiter, she learned that some women would be admitted into the aviation field. “After the recruiters told me that, I tried to make myself as likely to get accepted as possible,” Hubert said.

She said she had not taken her education too seriously, changing her college major several times, but when she found there was a chance at flying in the Navy, she buckled down.

“I majored in engineering and got some private flying lessons when I

could afford them,” Hubert said. “I even got some jobs that made me stand out, working at the university’s nuclear reactor, for example. I managed to earn a nuclear reactor operator’s license, which was very rare. Only eight women in the United States had such licenses at the time.”

After graduation, Hubert went to Aviation Officers Candidate School in Pensacola, Fla., in the fall of 1977. Then after a year and a half of flight training, Hubert was designated a Naval aviator and received her pilot’s wings June 1, 1979.

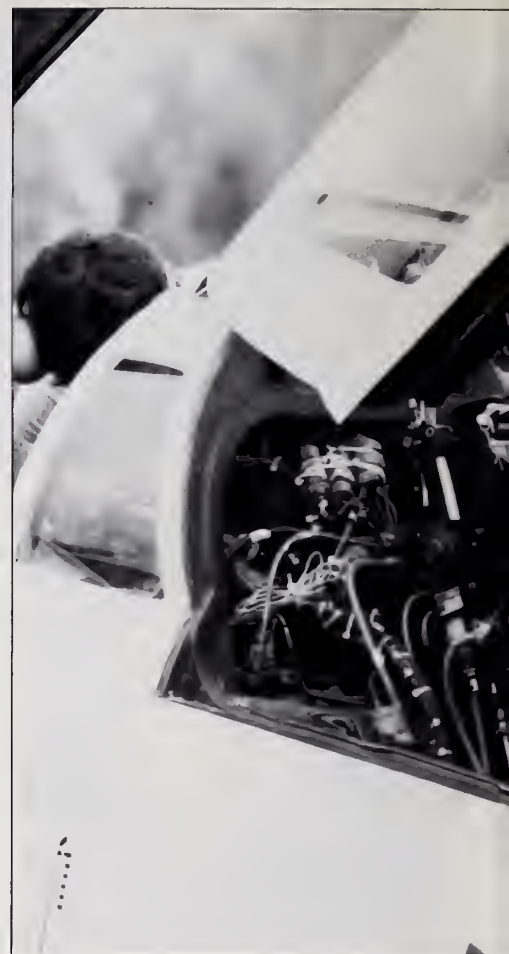
“I had very good flight grades during training,” Hubert recalled. “I told my detailer I was interested in flying jets. They found me a fleet composite squadron out of Naval Air Station Oceana, in Virginia.”

Hubert’s detailer sent her to VC 2, but not before she received six months of training in the A-4 Skyhawk. This, then, was Hubert’s big break into the jet world.

Hubert’s next assignment was flight training in the A-6 Intruder.

“It really caused a big stir, because I was the first woman to fly the A-6,” Hubert said. “I was breaking into a big fraternity.”

Hubert flew the A-4 and A-6 from January 1981 to October 1982 and, because she had had extensive prop training, occasionally flew as co-



pilot in P-3 Orions, E-2C Hawkeyes, C-12 transports and several different types of helicopters.

“It was a good opportunity for me,” Hubert said. “It ultimately helped me get into test pilot school because it showed that I was adaptable and could be trained in many different types of aircraft.”

Hubert’s next goal was to become a Navy test pilot.

“I was turned down initially because I didn’t have the fleet experience,” Hubert said. “Since a carrier tour is a warfare specialty and I couldn’t get that specialty in a tactical jet, the test pilot school selection board was telling me that I didn’t qualify. They finally said ‘OK,’ but I would have to get carrier-qualified and do a tour with a squadron that dealt with tactical flight scenarios before I went to test pilot school.”

So Hubert completed two months of carrier qualifications at Meridian, Miss., and reapplied to test pilot school in 1982. She was accepted for training and following a short tour



Whether it's in the cockpit or behind a desk at the Naval Academy, Lt. Cmdr. Hubert contributes to Naval aviation excellence.



with VX 5 in China Lake, Calif., she completed a year of study at the Naval Postgraduate School in Monterey, Calif. and was then assigned to Naval Air Test Center in Patuxent River, Md.

"Mostly what you do as a test pilot is check specifications compliance," Hubert said, "making sure the contractor is giving you what he says he did. I flew a lot of older aircraft; the A-4, F-4 and the Marine Corps OV-10 *Bronco*, testing ordnance systems.

"As a test pilot, all of your work isn't in the air," Hubert said. "There's a lot of paper work, planning and lab tests. I would say on the average, for every hour of flight time, there's 20 hours of paper work."

But paper work isn't what being a test pilot is all about — flying is. And there is always the inherent danger that something can go wrong while piloting an aircraft.

On one of her flights, Hubert was transporting an A-4M *Skyhawk* from one base to another when, on

takeoff, the canopy blew off.

"I was travelling at 150 knots and all of a sudden, boom!" Hubert recalled. "I couldn't see at all because of the wind and dust blowing in my face. I immediately retarded the throttle to idle and put my drag shoot out, but it didn't work. So I used my brakes, put the tail hook down and snagged the long-field arresting gear. Fortunately, I didn't blow any tires and the plane stopped near the edge of the runway."

Hubert isn't the only one in her family who flies. Her husband, Marine Corps Capt. Joe Rooney, assigned to Marine Air Group 41 at the Naval Air Facility, Andrews Air Force Base, Md., is an F-4 pilot. The couple met during carrier qualifications in Meridian.

"It's tough now because he's flying and I'm not!" Hubert said. "We'll go home at night and he'll tell me how beautiful it was up there."

But Hubert said she owes a lot to her husband. "A lot of what I learned about the F-4, I learned from Joe,"

Hubert explained. "He had a lot more experience than I did. We've figured out that we are the only husband/wife *Phantom* flying team in the world."

One of Hubert's options when she leaves the Academy is going back to a flying job to pilot A-7 *Corsairs* at one of the VAQ squadrons.

Hubert's advice to other women wanting to pursue a flying career is to "keep your head low and perform well."

"The old axiom that you have to be twice as good as a man is absolutely true in Naval aviation," Hubert said. "If you think you'll be able to walk in the door and fit right in with the guys, you're wrong. It's tough, real tough."

But according to Hubert, the rewards are tremendous.

"There's nothing like strapping yourself in the cockpit, closing it up and going flying." □

Ross is a staff writer for All Hands.

Super Stallions

Workhorses of the Mediterranean, CH-53Es pull their own weight... and then some.

Story by Lt. Cmdr. E.H. Lundquist

It's awesome. One of the largest rotary-winged aircraft in the world, it's just over 99 feet long. With a maximum gross weight of 73,500 pounds, it can carry 55 combat-ready troops almost anywhere. It has three turbo-shaft engines and a seven-bladed rotor system — when it's turning, the rotors drive 130 knots of wind.

There's nothing else quite like the CH-53E *Super Stallion*.

Six of these helicopters are based at the busy U.S. Naval Air Station in Sigonella, Sicily, and operated by the "Black Stallions" of Helicopter Combat Support Squadron 4. Although the Navy has other squadrons that operate the *Super Stallion*, HC 4 is the only squadron that flies the CH-53E exclusively.

HC 4 gives heavy lift support to U.S. 6th Fleet aircraft carriers and other air-capable ships. And accord-

ing to Cmdr. Robert L. Payne Jr., commanding officer of HC 4, the CH-53Es (or "Echoes," for short) are real workhorses.

"Our utilization rate is about 45 hours per month per airframe," Payne said. "The fleet average for the Echo is just over 30 hours, so we're getting 50 percent better utilization than the rest of the fleet."

Even though the Marine Corps operated CH-53Es a full two years before the Navy, the top three Echos for flying time in the entire inventory are HC 4 birds. "We had the first 2,000-hour CH-53E aircraft," said Payne, "And we have two others close behind."

Payne has flown CH-46s, H-3s, H-2s, H-1s, H-57s and H-34s, but likes flying the *Super Stallion* best because of its power, long range and flexibility. Its huge size means the pilot must take special precautions

whenever flying, however.

"You have to plan ahead for landings so you can get the thing slowed down in time to prevent overshooting the landing spot," Payne said.

The *Super Stallion's* refueling capabilities are a major advantage. "You can fuel the aircraft while flying, either by helicopter in-flight refueling from a ship's deck, or by air refueling from a KC-130 *Hercules* aircraft," he said. "We've flown this helicopter non-stop from Sigonella to Rota, Spain, more than 1,000 nautical miles away. It is smoother and goes farther than any other helo I've flown."

Payne said the *Super Stallion's*





U.S. Navy photo



U.S. Navy photo

A CH-53E *Super Stallion* from HC 4 flies along the eastern Sicilian coast. Left: A sailor gives landing signals to a hovering *Super Stallion*. A ground crewman will attach the cargo load to the helicopter's external hook for a single-point lift.



flexibility is especially useful on long cross-country flights. "In a *Sea Knight* (CH-46), you'd better know where your next tank of gas is coming from — you have to gas up every 260 miles. In a *Super Stallion*, you can travel over 500 miles on a full tank. With aerial refueling it can go even farther."

CH-53Es are neither armed nor armored, but they are equipped with an airborne countermeasures system so the *Super Stallions* can defend themselves with chaff, flares and jammers. The Navy has 15 *Super Stallions*, operated by various squadrons. The normal crew has a pilot, co-pilot and two enlisted air crewmen.

HC 4 often sends detachments of several aircraft to remote operating locations throughout the Med to

support the fleet wherever it may be. There were 28 such detachments in 1986 and 35 in 1987.

In 1987, HC 4 carried 7,956 passengers during 2,768 mishap-free flight hours, a substantial increase from 1986. The Black Stallions moved 2,936 tons of internal cargo and over one million pounds of mail, as well as another 195 tons of cargo carried in the external mode. In addition, the squadron completed 17 medevac missions in 1987.

"The accumulation of more than 2,768 hours of mishap-free flying this year is loud testimony to their strong safety program," said Rear Adm. S. Frank Gallo, Commander, Fleet Air Mediterranean.

The CH-53Es based at Sigonella have consistently proved their worth and demonstrated their versatility.

One mission was an external lift of a crash-damaged UH-1 helicopter in the mountains of Turkey. Another external lift moved a priceless ancient Roman statue (see *All Hands*, September 1986), while still another carried multi-million dollar sound and video vans for a TV show televised worldwide.

The heaviest lifts so far include a 24,000-pound boat dolly, and a heavy equipment lift of 26,500 pounds. No other aircraft could have done the job.

As the HC 4 Black Stallions' calling card says, "Have *Stallions*, will travel." □

Lundquist was the Public Affairs Officer at NAS Sigonella when he wrote this story. Lt. Mary Hanson, current PAO at NAS Sigonella, contributed to the story.



Photo by PH1 Chuck Mussi



Photo by PH2 (AC) Ken Bates



Top left: Even on the ground, the CH-53E helicopter is awesome. Above: A *Super Stallion* approaches the landing area at the stern of the battleship USS *Iowa* (BB 61). Left: An HC 4 air crewman enjoys his aerial window looking out on the Mediterranean world below.

A fiche story

You could get lost in the big Navy personnel pond if your microfiche records aren't in order.

Story by Candace Sams

Did you ever think a 4-by-6-inch microfiche card could help your career?

It can, if it goes to the selection board with all the correct information on it. But the responsibility is *yours* to make sure all that information is correct.

The micrographic informations system division at the Naval Military Personnel Command in Washington, D.C., helps keep microfiche files up-to-date. This division houses the microfiche records for more than one million Navy officers and enlisted members, including active duty, reserve and recently retired. More than 3.6 million microfiche cards are stored in special fireproof spaces of NMPC.

The division's biggest job is the daily production of thousands of new microfiche records. But the people working in production form only one part of the team that makes accurate microfiche files possible. The other essential part of the team is the service member, who must ensure that there's a correctly spelled name and correct Social Security number on each page of the service record. Otherwise, documents won't get on the microfiche and won't make it to the selection board.

Making a fiche is no snap. Once a person's service record is sent in for



microfiche, it goes through one of three NMPC branches. The branches, with a total of 64 Navy civilian and military workers, split up the compiling chores. NMPC 32 is responsible for officer fitness reports and enlisted evaluations, and NMPC 31 takes care of other papers relating to such matters as education, personal background and qualifications data. The personnel branch decides what goes in and what doesn't. Then the accumulated papers are carried down the hall to the contractor who maintains the microfiche records system.

This system is operated out of offices on the third floor of the Navy Annex by 265 people from a local

contractor working in different areas of the microfiche process. The process includes such tasks as sorting, filming, data entry, processing, quality control, mounting, fiche inspection and master file maintenance. The workers in these and several other departments produce 46,000 new microfiche records every day. The contracted workers operate three shifts a day to meet production requirements.

The division became automated in 1974 and put one million service records on microfiche instead of storing them on paper. The updated system uses bar-coded fiche and binary-coded microfilm that makes the filming process more efficient.

Your microfiche record is stored here while you're on active duty or in the reserves. Six months after you leave the Navy, your record is sent to St. Louis, Mo., and is filed away with millions of other records of former Navy men and women.

So, if you're up for advancement, check your microfiche to make sure everything is there — especially the correct spelling of your name and your correct Social Security number. If, in the "ocean" of Navy fiche, yours is one with accurate info, it will improve your chances of being "caught" for advancement. □

Sams, formerly a writer for All Hands, is an editor with Analytic Services, Inc.

Fiche-ing tips for sailors

To submit information for your microfiche record, check NavMil-PersComInst 1070.1, "Retain/Delete Document Lists for the Microfiche Military Personnel Records System." This instruction tells what documents should and should not be forwarded to be included in microfiche personnel records. It also tells you how, when and where documents should be submitted.

If you find there is something missing from your record, and you are able to fill that hole from your personal files, forward two copies of the missing document to:

Commander, Naval Military
Personnel Command
NMPC Code 312F
Department of the Navy
Washington, D.C. 20370-5312

These copies should be forwarded with a cover letter from your command stating that one copy is to be microfilmed for your record and the other copy is for the selection board.

Evaluation information should be submitted to the same address, but a different code: NMPC 322.

Submit originals or high-quality photocopies. Ensure that your correct name and Social Security number are on each page.

Don't send in letters of commendation or personal documents, such as birth or marriage certificates.

Other reminders:

- Your microfiched personnel service record is updated at the end of your enlistment. Exceptions to this are: pages 2, 6, 7, and 11, including E-5 and above evaluations and SGLI beneficiary designator forms. These are updated as often as you update your service record at your command.

- Pages 4, 5, 9 and 13 are filmed only at the end of an enlistment.

- Enlisted members going before a selection board can submit current information (other than pages 2, 6, 7, 11 and E-5 and above evaluations) to the board. This is done by forwarding the materials to the president of the board, in care of NMPC 221.

- When you send information to a selection board, submit only photocopies of your documents. Keep

copies for yourself of everything you forward. Submitted documents cannot be returned.

Getting a copy of your microfiche service record by mail is easy. Send in your request, including your complete name, Social Security number and return address. Be sure to *sign* your request. Requests take six weeks, but will take longer without this required information.

Send your request to:
Commander, Naval Military
Personnel Command
(NMPC 312)
Attn: Mailout Section
Department of the Navy
Washington, D.C. 20370-5312

If you're in the Washington, D.C., area, you can call ahead to have your record waiting for you to review it. Call Autovon 224-2858 or commercial (202) 694-2858. Visit the record review room (room 3036) in the Navy Annex, Washington, D.C., to pick up the fiche record. Walk-in requests at the annex take about 45 minutes.

Remember, NMPC's fiche keepers can do their job better if you do *your* job and keep your service record up to date. □

Below: Wesley poster, World War II, NH76335KN. Right: Flagg poster, World War I, NH63411KN.



War posters

Story by JO2 Mike McKinley

During both World Wars posters played a vital role in boosting morale and mobilizing all segments of society behind the war efforts. These eye-catching posters helped to give the American public a sense of national purpose and unity.

Vividly illustrated, war posters focused on three essential themes: patriotism in general, specific support of the war effort on the home front and, especially during World War II, internal security. These posters urged young men and women to

enlist in the armed forces and encouraged increased war material production and the buying of war bonds. They raised the spirit of national security, urging citizens to be ever mindful that the enemy may be anywhere and that "loose lips sink ships."

War posters were first used on a wide scale during World War I. For many Americans, the reasons for becoming involved in the "war to end all wars," were unclear. Thus, the government launched a poster cam-

paign to help "sell" the war and convince Americans of the righteousness of the cause and the urgent need to rally behind the flag. Relying heavily on emotional impact, the artists often invoked God in the posters' appeals to duty. Many portrayed the enemy as villains without a shred of humanity or decency. In contrast, American boys and the ideals they were fighting for "over there" were depicted in heroic images.

Conspicuously displayed on sides

SOMEONE



TALKED!



the five Sullivan brothers
"missing in action" off the Solomons

THEY DID THEIR PART



Top left: Siebel poster, World War II, NH76337KN. Top right: Shafer poster, World War I, NH66570KN. Above: Roberts poster, World War I, NH76334KN. Bottom left: WWII poster NH67048KN.

of buildings and on fences, on walls in offices and factories, and on store fronts and billboards, these graphic and colorful broadsides were inexpensive, easily distributed and could reach a large audience.

During World War II, posters again helped to keep the war before the people. Although there was no real need to sell *this* war, with Pearl Harbor making the reasons for fighting very clear, posters visually inter-

Below: Barclay poster, World War II, NH78884KN. Right: Grant poster, World War I, NH63778KN. Bottom: Leyendecker poster, World War I, NH93745KN.

DISH IT OUT
with **THE NAVY!**



CHOOSE NOW WHILE YOU CAN



GO TO YOUR NEAREST NAVY RECRUITING STATION TODAY



Will YOU supply
EYES for the NAVY?

NAVY SHIPS NEED BINOCULARS AND SPY-GLASSES

Glasses will be returned at Termination of War, if possible.

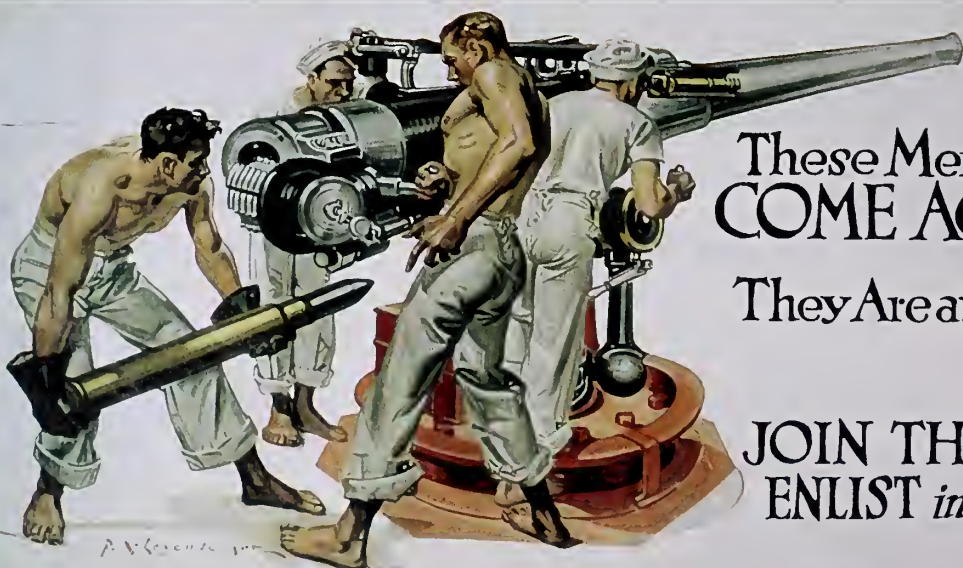
One Dollar will be paid for Each One Accepted.

Tag each Article with your Name and Address and express or Mail to:

Hon. Franklin D. Roosevelt, Asst. Secy. of Navy

% Naval Observatory - Washington, D. C.

WILL YOU HELP US "STAND WATCH" ON A DESTROYER?



These Men Have
COME ACROSS

They Are at the Front
NOW

JOIN THEM
ENLIST in the NAVY



Left: Navy Department poster, World War II, NH76342KN. Below: Fischer poster, World War II, NH67049KN. Lower left: Barclay poster, World War II, NH95875KN.



preted the key events on all fronts. They never let the country forget why the war was being fought.

Also, the World War II posters, like their World War I counterparts, simply but forcefully reminded people that victory on the battle front depended on the loyalty, dedication and hard work of those on the home front. Posters helped to create a feeling of personal involvement in the war for those not in uniform and impressed upon them that they, too, were key players with a major part in the "big picture."

At end of World War II, patriotic posters were mustered out of service. But they didn't pass from the American scene completely. Today, descendants of the war era posters are used as recruiting tools, touting the skills, training, travel and adventure that are a part of military serv-

ice. Like their predecessors, they are a useful and attractive means of communication.

Reproduction of the posters appearing in this article are available through the Naval Imaging Command, Washington, D.C., which will provide 35mm color slide reproductions for \$5 each; 8x10 color reproductions are \$11 each; 11x14 color reproductions are \$17 each; and 2 3/4 x 3 1/2 70mm copy color negatives are \$7.50 each. To order, please indicate the negative number(s) and subject(s) of the poster(s) desired and send your order with a check or money order made payable to the Department of the Navy, to: Comptroller, Naval Imaging Command, Bldg. 168, Naval Station, Washington, D.C. 20374-1681. □

McKinley is assigned to All Hands.



Davy Navy Cobra Gold

Story by JO3 Paul R. Floyd

In Hawaii, arm wrestling is *big*. Fans turn out in scores to cheer on their favorite arm-bending stars. If you can stop some of the enthusiastic fanatics long enough to ask them who the dominant force is in Hawaii, they'll emphatically tell you it's the team of Davy Navy Cobra Gold.

The Davy Navy Cobra Gold is a team made up exclusively of USS *Davidson* (FF 1045) sailors. They've built a reputation for organizing, promoting and winning Hawaii's biggest and best arm wrestling tournaments.

"Look, see this?" snarls Lt.j.g. Harold Pittman as he drops a hundred pound dumbbell and flexes his fist into a ball. "'Davy' stands for our ship the USS *Davidson*, 'Navy' is our service, 'Cobra' is the deadly arm wrestling lock we use, and 'Gold' is what we win. I don't think there's any ship in the Navy with a competitive team like ours."

But lest you think Pittman is promoting a "barroom brawler" image, rest assured he isn't. "Arm wrestlers

are not loud, obnoxious rowdies," says Quartermaster 1st Class Miles T. Leader. "Arm wrestling is an organized sport. It's not a barroom brawl."

About three years ago Pittman, a former collegiate national arm wrestling champion, organized an all-military arm wrestling tournament at Pearl Harbor. *Davidson* sailors pitched in to assist with announcing, refereeing and administration of the tournament. The ship's crew members have been involved in arm wrestling ever since.

Pittman has served as the Hawaii state director for the American Arm Wrestling Association since 1986. He estimates that more than 15,000 fans have attended 15 *Davidson*-promoted events. The ship's team has wrapped up five military team championships, and captured more than 50 individual awards in state, regional and national competitions.

The team's community involvement reaches far beyond the arm wrestling arena. During the past two years the team members have volun-



Photo by William Bickersstaff

teered their time and celebrity status to help the Hawaii Special Olympic Games. The team has also visited Honolulu's Shriners' Hospital for Crippled Children, where they autographed photos and visited with the children and their parents.

The *Davidson*'s team is a leader in Hawaii's arm wrestling world through its good sportsmanship and tough competitive spirit. Their dedication to excellence has won the hearts of many loyal followers, and for them, that's as good as gold. □

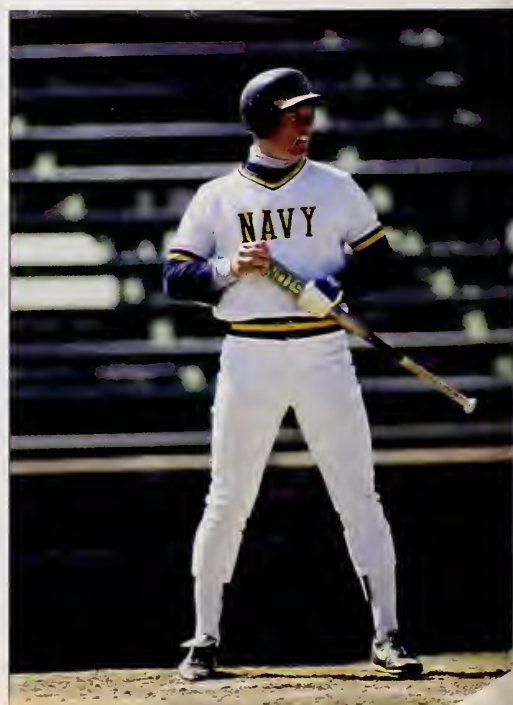
Floyd is assigned to Naval Base Pearl Harbor's Public Affairs Office.



Above: OS2 Gerry "Jammz" Johnson competes in the Hawaii Arm Wrestling Championships. Left: The arm benders and strong contenders of USS *Davidson*.

Photo by JO3 Paul R. Floyd

Far right: Scoring runs can be dirty business. Right: Hustling to beat the throw to first. Below: A player, wearing ballfield war paint, tracks the game from the dugout. Below left: Safe! A runner easily beats a pick-off throw to first. Below right: A Navy slugger steps up to bat.





Playin' hardball

U.S. Naval Academy coach racks up 500th win

Story and photos by PH1 Chuck Mussi

For many, spring is the time that turns the hearts of young and old alike to love — the love of baseball.

When the umpire cries out "Play Ball!" across ball fields around the country, loyal fans gather to talk about their favorite teams, the best players and the most memorable seasons.

The players gather to play hard ball.

Baseball at the U.S. Naval Academy attracts just such attention. The proud parents of midshipmen, loyal fans, and Navy old-timers brave the chill of early Annapolis spring days to come out and cheer on the Navy team.

This year, Academy baseball fans were on hand for more than cheering. Fans were also there to help recognize an



Right: Oh, that winning feeling. Below: Playing the outfield may be a test of patience, but fielders stay vigilant. Below right: Coach Duff, after notching his 500th win, autographs a baseball for a fan.



outstanding performance — a performance done mostly from the dugout by the head coach, Joe Duff.

Coach Duff, in his 27th year as head coach, notched his 500th win when the Academy midshipmen beat Princeton University 1-0 April 16.

But winning isn't Duff's primary goal.

"There are two important things I try to accomplish," said Duff about his coaching style. "One, I want the players to have enjoyed it. And two, I hope that players get something out of it that they can apply later on in their lives."

A four-year veteran of Duff's coaching, team captain Mike Shultz, described baseball at the Academy as "top notch."

"Coach Duff is a tough man who de-



mands a lot, but he wins," he said.

It is a winning discipline for the Academy and the Navy. Navy closed its 1988 season with a 23-16 record. □

Mussi is a photojournalist assigned to All Hands.



Top: You be the umpire for this close call. Above: A midshipman stands by to assist fans who brave the chilly early Annapolis spring to support the Navy team. Left: The classic angles of a pitcher's winning form.



Seaman Eric Moore (below) undergoes a procedure that removes platelets from his blood. Before making a blood donation (right), a donor's blood is carefully screened for blood type.



In it for life

Story by JO2 Dave Sawyer, Photos by PH2 Mike Eppolito

A black limousine glides to a stop in front of a brick building. Uniformed men emerge from the entrance and the chauffeur quickly opens the door for them.

A short drive to another building and the men undergo a brief interrogation: they know all the right answers. Each in turn passes to the next room where a nurse waits with a needle....

It's not a spy novel or horror story. The brick building is a barracks at Boston's Charlestown Navy Yard, and the men are sailors from USS *Constitution*. The sailors are donating blood to help the local community.

Crew members from *Constitution* have been involved in the Massachusetts General Hospital donor program for more than 10 years. "It was a modest beginning, about 30 pints a year," recalled Rita Flaherty, the program's community liaison officer. "Now they're up to 80 to 85 pints a year."

According to Cmdr. David Cashman, *Constitution's* CO, the crew's percentage of participation in the donor program — 40 to 50 percent — is due to their sense of community responsibility. "They recognize the

importance of community involvement and that they are helping their neighbors by contributing to the blood donor program," he said.

"Mass. General" gives groups incentive to donate blood by supplying limousine service. "To get people to be volunteer donors, you have to ask them nicely, make it quick and convenient — a pleasant experience — and then thank them for it," said Dr. Charles Huggins, director of the hospital's blood transfer service.

The regular donations by crew members are valued by Mass. General. "The national trend in blood donations is down," said Dr. Huggins, "and the need for blood stays remarkably constant throughout the year." However, advancements in surgical technology have helped. "We are now using approximately 25 percent less whole blood than we did five years ago."

Huggins explained that surgery patients who 10 years ago would have required five or six units of whole blood from a blood bank can now have the required surgery using only their own "recovered" blood. Another program allows people to open their own blood bank accounts in advance of scheduled surgery.

"When somebody donates their own blood," Huggins said, "they obviously can't get hepatitis, AIDS or any other complication from blood transfusion."

However, these programs can't help in an emergency situation — a reliable blood bank is necessary. And that's why having a regular corps of donors is so important. More than 50 percent of the blood given in Mass. General's program comes from corporate and organizational donors.

Huggins, who is a commander in the Naval Reserve, stressed the importance of group donors like *Constitution's* crew. "To have groups that you can call on and get help when you are short of whole blood supplies can make the difference between life and death," he said. During *Constitution's* decade of involvement in the program, the ship's personnel have responded several times to emergency calls.

Advancements in blood separation technology have been as important as those in surgical technology in reducing the amounts of whole blood needed. Blood donations are used more efficiently. "We value people donating blood," said Huggins, "and I think we have to ensure

that the blood is used in the most effective possible way."

It's now possible to give patients only the particular element of blood that is most needed. For example, patients can get white blood cells to combat infection, and leukemia victims can receive blood platelets to re-establish blood clotting capability destroyed by radiation treatment.

Several *Constitution* crew members participate in Mass. General's program for recovering blood platelets. They settle into a bed for a process that lasts about two hours. A tube in the donor's right arm removes whole blood and transfers it to a large machine that removes the platelets. The remaining blood components are returned to the donor. This process is known as "platelet pheresis."

According to Huggins, it is vitally important to limit the number of

donors to which a leukemia victim receiving platelets is exposed. Utilizing the platelet pheresis process, a single donor could give two or three times a week. "If a patient needed 20 units of platelets a week as part of the treatment program, the same donor could conceivably supply all 20," he explained.

The hospital is fortunate to have found platelet donors who show a deep commitment to the program. This group includes Seaman Eric Moore, a *Constitution* crew member who often remains at Mass. General an extra two hours, so that platelets can be extracted from his blood. Moore's motivation for giving is simple. "If you've got something to give, you should. Other people should have it if they need it."

Another sailor said that he has given blood regularly for nearly two years. Although some might con-

sider it an inconvenience, Fireman Apprentice Ronald Holbrook takes it in stride. "It's during my normal working hours. They don't wake me up during the middle of the night for it," Holbrook said, after giving USS *Constitution's* 311th pint of blood.

During the limousine ride back to the barracks Holbrook said, "I found out how much they really need blood. I never gave blood until my brother got hurt in an automobile accident and he needed blood. From that day on, I've been giving blood regularly."

The limo eased to a stop in front of the barracks and the sailors exited the vehicle, talking about their latest expedition.

Then the driver closed the door and left on his next run. □

Sawyer is assigned to NavInfo New England. Eppolito is assigned to NRD Boston.

Blood circulates among sailors

If you were injured aboard ship and lost a lot of blood, would there be blood available for you?

The answer is yes. The Navy blood program, directed by the Naval Medical Command in Washington, D.C., ensures the adequacy and quality of blood and blood products aboard ships and at Naval hospitals.

The individual blood programs of the Navy, Army and Air Force are coordinated by the Armed Services Blood Program Office. Blood banks outside the United States are coordinated by joint blood program officers within unified commands.

Navy blood banks manage distribution of blood through a nationwide system. Blood must be used within 35 days or be discarded. The Navy system ensures that excess supplies are shipped to areas where there are shortages. The result is that the Navy uses almost all (97.5 per-

cent) of the blood it collects.

Navy blood banks are now able to freeze blood and store it for up to 21 years using a procedure developed by the Naval Blood Research Laboratory, Boston. Frozen blood is held aboard some ships, is being considered for placement aboard others and is used at shore-based hospitals.

Where do Navy blood supplies come from? They come from you and your shipmates. A DoD directive says that military blood donor centers may draw blood only from active duty personnel, their dependents and DoD civilians. That means the Navy cannot set up a blood drive at the local shopping mall to obtain blood from the general population.

However, civilian blood collection agencies are allowed to conduct blood drives on military installations. In many cases, if the Navy has need of this blood later, it must pay

for it at costs of up to \$75 per unit. Before you decide to donate to a civilian blood collection agency, talk to your command's donor coordinator to see if the military blood donor center needs blood or has a blood drive scheduled in the near future. The blood you donate to the Navy blood program earns you the credits that may later be used by you or your immediate family. In most cases, these blood credits are easily transferred to a civilian hospital.

Another way to contribute is to volunteer to serve as your command's blood program coordinator. You will coordinate blood drives and encourage your shipmates to donate blood to a program that will benefit them — and their families.

For more information, you can call the Navy Blood Program Office at Autovon 294-1086 or commercial (202) 653-1086. □



Navy tugboats

Story and photos by JO2 Jodelle Blankenship

It's 3 a.m. and all is quiet. Suddenly, a radio message blares, alerting the control tower.

A warship has an engineering casualty and needs a tow back to port.

The control tower watch starts calling the crew. Sailors jump from bed, grab their gear and head for the piers at Naval Station, Norfolk, to muster, "light off" and get under way.

Temperatures with a wind chill factor averaging ten below zero make wearing foul weather gear a must. The lines are heavy, soaked with icy rain.

So begins another day for Naval Station Norfolk's Port Services tugboat crews. The crews often work 70 hours a



week to support ships' movements. There's an average of 150 movements monthly, at this, one of the largest naval installations in the world. The tugs' help includes getting ships to their berths pier-side, getting them under way and transferring barges.

The job is tough, but crews are upbeat about their work.

"'Tough' is putting it lightly," said Engineman Patty Clore. "The hours are long, the work hard and I often miss my family — but somebody has to do it.

"There are nine in our crew and with the hours we

work, it's like having a second family. We all have mood swings and we all learn to deal with them."

Among the crew are boatswain's mates, engineers, a mess management specialist and others, who perform general duties.

"Everyone falls into place," said Senior Chief Boatswain's Mate Charles Robb, YTB 791's tugmaster. "We're a team. We work as a team and we work with other tugboat teams to move some of the larger ships.

"I depend on my crew to get the lines in place while I steer the tug into position," Robb continued. "It's a



Tugboats move ships in and out of port (previous page), but have other duties, as well. Naval Station Norfolk tugs (left) assist USS *Shenandoah* (AD 44). Line handlers (below) for YTB 791.



tugboat duty. Tugs also move barges carrying material ranging from weapons to sewage. A manned tug is available around-the-clock in case of an emergency. And each tug is also capable of fighting shipboard fires.

"It takes a special person to be on the water, working 15 and sometimes 18 hours a day, handling heavy lines in extreme weather," Robb said. "On top of all that comes the normal work, stripping and painting the decks and keeping the boat in top shape.

"It's an especially big adjustment for the sailors who are just out of high school and boot camp," Robb said.

"I listen to the sailors. I care about them. And most of all, I make it a point to pay attention to the entire crew. Some even call me 'dad.'

"Although it's better than being deployed on a cruise, it's rough duty — even if it is considered shore duty," Robb added.

"Some of our jobs make the long hours worthwhile," said Engineman Adeline Williams, line handler and engine room trainee. "We see sailors come home after long deployments and their families waiting on the pier — that's exciting."

"We see happy times and sad times for thousands of sailors," said Clore. "Pushing the aircraft carrier USS *Nimitz* [CVN 68] down river from our pier en route to its new home port in Washington state was a very emotional time for me. I hated to see *Nimitz* go.

"But it's nice to be a part of things like that. We're raised to believe in the American hero and somehow, I feel like one." □

high-pressure situation — maneuvering a ship several times your size."

Tugmasters are similar to commanding officers — it's their boat, their crew and their responsibility. Although civilian harbor pilots direct tug personnel as to which mooring lines to throw where and when to accelerate during maneuvering operations, the tug is ultimately the responsibility of the tugmaster.

"It can give you gray hairs," said Robb. "If I plow into a ship, it's my you-know-what."

Moving ships in and out of port is only one facet of

Blankenship was assigned to NIRA Det. 4, Norfolk, when she wrote this story. She is now assigned to the Icelandic Defense Force, Keflavik, Iceland.



Top: DP1 Long checks one of his many beehives. Above: Long points out a male bee, called a drone. Right: Honeybees produce enough honey to fill many eight-ounce jars.





A real sweet hobby

Sailor hits the jungles of Guam in search of honeybees.

Story and photos by JO2 Tim Snodgrass

Petty Officer 1st Class John M. Long can be found deep in the jungles of Guam during his off-duty hours. To find him, you have to drive down narrow, muddy roads covered with a natural roof of banana and mango trees, which cast eerie, dark shadows all around.

When you find him, he'll be surrounded by 300,000 bees and he'll be acting as though he doesn't have a care in the world.

The 36-year-old data processing technician, stationed aboard the submarine tender USS *Proteus* (AS 19), grew up in Monte Vista, Colo., where his aunt introduced him to the world of raising honeybees.

The sandy-haired Long moves easily and calmly as he fills his bee smoker with dry pine needles. The smoker is used to calm the bees before opening the hive.

"When smoke is blown into the hive, the bees sense the danger of fire and immediately start eating as much honey as they can hold. This

calms them because, just like a human, they don't want to be too active on a full stomach," Long said.

With bees flying everywhere, Long opens the hive to expose thousands of bees. He moves with slow, methodical movements to keep from alarming the working insects.

He soon discovers a comb filling with new worker-bee eggs; new life is growing and maturing in his hives. He explains the role of honeybees in crop production and pollination.

Long almost seems to be immune to bee stings as he gets stung and then explains the correct way to remove a bee stinger.

"Bees are feared by most people because they have stingers. It's not really the honeybee that stings most people, it's the bumblebee or the wasp. They can sting you several times, whereas a honeybee can only sting you once because her stinger is left in the skin. If you get stung by a honeybee, don't pinch the stinger to pull it out because you'll squeeze the

poison sack on the end of the stinger, injecting all of the venom into your body. Simply scrape the stinger at the base with your thumbnail and it comes right out," he explained.

Long has beehives at various locations on the island, including a few hives in his back yard. He also has a portable beehive which he takes to schools to display to children. "It's a good learning experience for the kids and with the glass coverings over the hives, the bees can't get out in the classroom," Long said.

"I harvest the honey twice a year and package it in eight-ounce jars to sell or give away to friends. My wife uses honey in place of sugar in cooking also," he said.

"I plan to continue raising honeybees the rest of my life because just about anywhere I'm stationed," Long concluded, "there'll be honeybees there." □

Snodgrass is stationed aboard USS Proteus.

Bearings

Sailor bowls for missing, abused children

Despite a swollen knee, lane breakdowns and blistered hands, Equipment Operator 3rd Class Richard C. King Jr. managed to complete 14 consecutive days of bowling to help raise money for missing and abused children.

King, assigned to the staff of the Chief of Naval Education and Training, Pensacola, Fla., raised \$6,000.



U.S. Navy photo

Most of the money was donated to the Ninety & Nine Boy's Ranch in Gonzalez, Fla., and will be used for youth rehabilitation programs.

At the end, the exhausted Detroit native said, "I wanted to do it for the kids. If I can help kids, even just one, then I know my life has not been in vain." King hopes to raise more money to help children next year.

While rolling 53,423 balls, 6,022 of which were strikes, King went from a size eight and a half shoe to a size 11. The fingers and thumb of his right hand were bandaged to protect cracked blisters. Still, King rolled 2,863 games, an average of 9.1 games an hour. The physical effort hit hard at the end of the fourth day.

"The lanes seemed to wobble, and pins were dancing from lane to

lane," King explained. "But once I started taking naps, I felt better."

King started his bowling marathon fitted with an apparatus by the Stanford University Sleep Disorder Clinic to monitor his brain, heart and eye activity. However, it was removed after five days. Kate Feilbusch of Stanford University, who was conducting the test, explained, "We wanted total sleep deprivation for this test, but Richard was sleeping too much." King was allowed to sleep about 90 minutes a day.

Although he did not set a record, King said his main goal — awareness of the plight of missing and abused children — had been accomplished. ■

—Story by JO2 Trish Montgomery, Public Affairs Office, NAS Pensacola, Fla.

Navy Campus counselor saves sailor thousands

When Parachute Rigger 1st Class James Manuel signed up to take classes for a truck driving license at a local school, he was unaware he was spending \$2,938.75 more than he had to.

In fact, it took a visit to the Navy Campus office at Naval Air Station Cecil Field, Fla., for Manuel to realize he had made a big mistake.

"I went to Navy Campus to talk with counselor Windel Mabry, and when Mabry found out what I had done, he couldn't believe it," Manuel said.

"I think I had four heart attacks when Manuel told me how much he was spending," Mabry said. "They pay me to ensure that Navy people get the best education at the best available price. The decision Manuel made was obviously the wrong choice."



Photo by JO2 Doug Gabos

With a little work, Mabry was able to get Manuel out of his contract and enrolled in the vocational school nearby. The school offered much

better classroom instruction and after the Navy paid its share of the costs, the course only cost Manuel \$56.25.

Fortunately for Manuel, the story had a happy ending. For many other people though, the story ending isn't the same. According to Mabry, one sailor at Naval Air Station Jacksonville, Fla., saw the truck driving advertisement on television, paid the money and took the course. He was not able to get his money refunded.

The moral of the story is to check with Navy Campus before you begin any kind of educational program. "I'm here to protect the interest of my Navy clients," Mabry said. ■

—Story by JO2 Doug Gabos, staff writer for The Airwinger, Public Affairs Office, NAS Cecil Field, Fla.

Reasoner's visit to India a 'labor of love'

The red carpets were rolled out. Decorative plants adorned the pier and a band played as the frigate USS *Reasoner* (FF 1063) pulled into the Indian port of Madras in late February.

The special welcome marked the first time in nearly two decades that a U.S. Navy ship visited Madras. During *Reasoner's* stay, the officers and crew had a busy schedule filled with goodwill projects, sporting events, shopping and seeing the country on guided bus tours.

Cmdr. S.P. Marvil, *Reasoner's* commanding officer, said, "The most rewarding and satisfying part of the port visit was the involvement in three goodwill projects."

Reasoner crew members repainted the YWCA building and the playground equipment that belonged to the YWCA's nursery school. "It was a labor of love," said the secretary general of Madras YWCA.

Reasoner men also repaired chairs and performed other carpentry work at the Christian Science Institute

School of the Deaf, and repainted interiors of several other buildings.

In the sports events, *Reasoner's* volleyball and soccer teams faced tough competition from teams fielded by the Indian Navy and the Madras police. Both games were played before capacity crowds and an awards ceremony was held afterward with each team exchanging gifts.

The Indian Navy and *Reasoner* crew members each hosted receptions on board ship to note the visit and get better acquainted. ■

Japanese fisherman rescued at sea

A high seas drama unfolded in the western Pacific Ocean recently as a 35-year-old Japanese man fought for his life after being seriously injured aboard a fishing boat.

USS *Enterprise* (CVN 65) answered a distress call from the Japanese fishing boat, *Yahata Maru*. The boat's engineer, Sachio Sasaki, was bleeding severely from a compound fracture of his left leg. He had been in serious condition since an accident four days earlier.

One of *Enterprise's* crew members, Aviation Electrician's Mate 3rd Class Javier Rosales, stepped in as interpreter. He helped communicate with *Yahata Maru* through the U.S. Coast Guard in Hawaii, Commander 3rd Fleet and Commander Cruiser/Destroyer Group 3. After locating the fishing boat, USS *Truxtun* (CGN 35) was dispatched to find the vessel, approximately 800 miles away.

Crew members from Anti-Submarine Squadron 6, along with several medical officers, were also dispatched to help *Truxtun* in the rescue effort. The seas were rough and



Photo by PH3 Ken Robinson

made a dangerous landing zone for Aviation Anti-Submarine Warfare Operator 3rd Class Eddie Dion, who was lowered onto *Yahata Maru*. Once aboard the fishing vessel, Dion placed a splint on Sasaki's crushed leg before his transfer to *Truxtun*.

Aboard the ship, a doctor found that Sasaki also had a ruptured spleen and collapsed right lung. *Truxtun's* medical department was unable to provide the extensive care the injured man needed, so he was flown by helicopter to *Enterprise*. Sailors aboard the carrier donated

USS *Enterprise* crewmen attend to an injured Japanese fisherman.

blood for Sasaki and he was soon undergoing needed surgery.

After several days of recuperation aboard *Enterprise*, Sasaki was transferred to a hospital in Manila, Republic of the Philippines, looking forward to regaining use of his injured leg. ■

—Story by JOC Jeff Curtiss, USS *Enterprise* (CVN 65).

Bearings

Bagley chiefs add touch of warmth to CPO mess

The chief petty officers aboard the San Diego-based USS *Bagley* (FF 1069) added a "touch of home" to their CPO mess recently by installing the only known fireplace aboard a U.S. Navy ship.

Designed by Master Chief Machinist's Mate (SW) Lawrence A. Gorski (*Bagley's* command master chief) the fireplace was built and installed by the chiefs in their spare

time. "I always thought it would be kind of neat to have a fireplace at sea," Gorski said.

Cmdr. Keith P. Bersticker, *Bagley's* commanding officer, said, "To my knowledge, we are the only frigate in the fleet to have an operating fireplace."

The fireplace, complete with simulated logs, detailed brickwork and electric "flames," is a high point

during VIP tours and ship's visits.

"It definitely adds an aura of class to the mess," said Gorski, "and at the same time, creates a homestyle atmosphere wherever we may happen to find ourselves." ■

—Story by YN1(SW) Carlton Nelson and MMCM(SW) Lawrence Gorski, USS *Bagley*.

Saving Navy's money pays off for sailors

Suggestions submitted to the military cash awards program by Navy members during FY 87 resulted in nearly \$26 million in savings. That's the largest in MilCAP's 22-year history, according to Capt. J.D. Anderson, the head of the military personnel management branch, Office of Naval Operations.

The FY 87 program also received 2,734 suggestions, and paid out a record-setting \$434,890 in cash awards. The "top ten" award winners combined for a savings to the Navy in excess of \$1.5 million.

Chief Warrant Officer Leopoldo F. DeCardenas and Data Systems Technician 1st Class Brian S. Allard, both aboard USS *John L. Hall* (FFG 32), saved the Navy \$393,653 and shared \$5,170 with a suggestion to modify ship radio headsets to minimize broken wires and pins.

Chief Fire Control Technician Norman G. Hendley, Naval Underwater Systems Command, Newport, R.I., suggested an addendum improving production of ship system manual illustrations, which cut production costs. The Navy saved \$244,959, while Hendley was awarded \$4,424.

Fire Control Technician 2nd Class

Leonard A. Berry, USS *Stephen W. Groves* (FFG 29), recommended that part components be made available for purchase by the government instead of purchasing the entire part. He saved the Navy \$364,701 and earned a cash award of \$3,885.

Master Chief Engineman Gilbert L. Hartlove, Naval Amphibious Base, Little Creek, Va., received a \$3,885 award for saving the Navy \$250,000 by suggesting the installation of an electric lube oil pump which increased the life span of all internal engine parts on the LST 1182-class generator.

Lt. Cmdr. James M. Cain, Naval Surface Force Atlantic, Norfolk, was awarded \$3,805 for saving the Navy \$120,838 by introducing a standardized software package for use by the combat logistics force and amphibious warfare community to accomplish automated accountability and reporting.

Lt. Norman G. Graham, Naval Supply Corps School, Athens, Ga., earned \$3,190 for his suggestion to convert standard classroom desks into multi-function computer desks, saving the Navy \$83,000.

Lt. Cmdr. James H. Fletcher, U.S. Naval Forces Europe, designed a

breakaway tool which allows sailors to disconnect the cotter pin from a pelican hook in a safer manner. Fletcher received a \$2,500 bonus.

Aviation Electronics Technician 1st Class Michael L. Richardson, Air Anti-Submarine Squadron 35, Naval Air Station North Island, San Diego, developed and built a computer memory stack test set for the S-3A anti-submarine warfare aircraft. He received a \$1,858 award, while the Navy saved \$21,940.

Aircrew Survival Equipmentman 2nd Class Larry W. Carroll, Helicopter Anti-Submarine Squadron 16, North Island, Calif. saved the Navy \$16,500 and earned \$1,600 for suggesting that SH-3 thermal barriers be manufactured at the intermediate level instead of at depot level.

Aviation Storekeeper 2nd Class Thomas H. Mercer, Fleet Material Support Office, Pensacola, Fla., discovered that a government contractor was overcharging for services. The contractor voluntarily refunded \$25,750 to the Navy. Mercer was awarded \$1,472. ■

—Story by Lt. Cmdr. Andrew V. Finley, MilCAP coordinator, Office of the Chief of Naval Operations.

Navy FSCs also for single sailors

Single sailors have a misconception about Navy Family Service Centers. That misconception is brought about by the word "family." Single service members think that FSCs were established to provide services only for spouses of active-duty sailors and their children.

True, programs are available through FSCs for family assistance, family education, family advocacy, special needs for family support and spouse employment, but the list of

services doesn't stop there.

Single service members, and in the case of overseas commands, Department of the Navy civilians, are entitled to use the services of Navy FSCs.

Single Navy people are welcome in the centers and are *encouraged* to walk in the door just to inquire about available programs. In fact, some FSCs have programs targeted directly to single sailors.

Navy FSCs cover a wide spectrum

of programs that are available to you, a member of the Navy family. Every service member and service family can benefit from programs originating in Navy FSCs.

Navy FSCs currently operate in 65 locations throughout the world and offer the benefits of a caring and helping organization. Give them the chance to help you. ■

—Story by Lt. Patrick A. Hunter, CinC-USNavEur.

Sailor contributes to 'smoke-free' Navy

Standing in front of a group of would-be converts, Hospital Corpsman 1st Class Bob Coy quickly dispels the rumor that quitting smoking means instant death. "I'm living proof that life goes on," Coy said.

Coy has been successful in getting his message to sailors. In the three years he's been running the smoker's free clinic during his off-duty time at Naval Air Station Glenview, Ill., there has been a 38 percent success rate.

The program Coy uses is called "Fresh Start." It's sponsored and completely funded by the American Cancer Society. "The beauty of the program," Coy said, "is that it's not science fiction and it's not scare tactics. There are no vitamin shots, just basic reasoning. The program allows you to make an intelligent decision to quit smoking or not."

For 10 years, Coy forced himself to enjoy smoking. "It's funny, but I remember the first drag I took on a cigarette," Coy said. "It tasted terrible. I forced myself to like it." Finally, Coy gave up the habit.

"When quitting, you have to reverse the process — teach yourself

not to like it," Coy said. "Recently, I took a couple of puffs on a cigarette and thought I was going to throw up. I haven't regretted it."



U.S. Navy photo

Coy's four day, one hour sessions are open to civilians, reservists and active-duty personnel. He's also extended his program to the local civilian community. Last summer, Coy received a letter of appreciation from an insurance company for a class he offered to their employees. Fourteen people quit during Coy's clinic.

As a member of the Board of Di-

rectors, Glenview chapter of the American Cancer Society, Coy is involved in many projects. "It means giving up liberty time, but that's the kind of importance I place on the program," Coy said.

Chief Warrant Officer John Adams, a physician assistant at the Glenview clinic and an ex-smoker, has joined Coy in his project. "Doc Adams has been a tremendous asset," Coy said. "I think having a one-two punch has significantly contributed to our high success rate. People know Doc fixes them in sick call. His presence really increases our credibility."

Coy and Adams agreed that recent social trends have aided their campaign. Newspapers are printing articles about the hazards of smoking and increasingly, smoking is prohibited in public places.

But Coy said the real secret to his success is support. "We've been through smoke withdrawal — we can identify with those familiar symptoms and reach out." ■

—Story by JO1 Linda Creesy, Naval Air Station Glenview, Ill.

Mail Buoy

Safety first, military or civilian

The feature on Norfolk in the January 1988 *All Hands* has two pictures on page 21 with captions that read: "Naval air rework facility employees work on F-14 *Tomcat*" and "A freshly painted A-6 *Intruder* is towed out of the paint locker." In both of these photographs Naval aviation safety standards are violated. The two individuals working on the F-14 are not wearing protective head gear (crani-als). In the photograph of the A-6 being towed, the brake rider is not wearing a cranial.

In the Mail Buoy column of the same issue, ENC Bowerman questioned the safety standards in a picture from the August 1987 issue. Your response was that the personnel pictured were civilians and that civilians have different standards than Navy personnel.

In the same Mail Buoy column, the editor responded to the question concerning the coverage of the USS *Stark* incident stating that, "*All Hands* provides information to more than 500,000 readers." In the *All Hands* masthead it states that the Secretary of the Navy has determined that *All Hands* is necessary in the transaction of business required by law of the Department of the Navy.

My point is, if *All Hands* is an authorized Navy publication for Navy personnel, then why depict civilians who are not conforming to Navy standards? Promoting good safety is difficult enough without an official publication like *All Hands* showing bad examples.

—Lt. Cmdr. C.M. Handley
VA 52 Safety Officer

• *Safety considerations are a high priority with the magazine and we submit questionable images to safety professionals for review. Despite our best efforts, our sharp-eyed readers usually find areas for improvement.—Ed.*

Safety first, work or play

In your February 1988 issue of *All Hands*, the back page featured a photo essay entitled, *Subic jumper* by JO2 Greg Lewis. As an avid horse fancier, I was surprised and delighted to see the article. However, at a closer glance of the photos, I was dismayed to discover that

Lt. Cmdr. Stone is not wearing a jumper's hard hat, an essential part of any riders protective gear.

With the serious, hardcore attitude that the Navy takes toward preventive safety measures and regulations, I would hope that all Navy members would carry these habits over into off-duty pursuits as well. If a member is injured in an off-duty endeavor, it has the same impact of lost manpower that a Navy-related incident would have. If a person is out, they're out, regardless of how it happened.

It may be difficult to understand and to some seem unimportant that the lieutenant commander was not wearing headgear and why she should, so think of it this way: would you walk onto a flight line of turning jets without hearing protection, paint without a mask, or take off in a jet without oxygen and a parachute? I hope not.

I would just like to point out the importance of SAFETY! To all fellow shipmates out there, please, before you take on a new sport or hobby in your off-duty time, check it out. Make sure you have received proper instruction and are taking all of the proper safety procedures. We want you back at work the next day! I think that 1,500 pounds of horse throwing you on your head can hurt you just as badly (if not worse) as getting hit with a baseball flying at 60 mph or being smacked by a stray surfboard.

Please be careful out there — I don't relish the thought of having to pull someone else's workload or going to their funeral just because they thought that safety ended at work.

—AO3 Robin L. Meador, USNR-TAR
Ambler, Pa.

Don't forget the Marines

Having served on embarked staffs on both LCCs, I read your January article on the LCC class ships, "More brains than brawn," with interest. On both ships, the presence of at least three embarked flag staffs (Fleet Commander, CATF and CLF), offers a unique opportunity to clearly demonstrate the power and "jointness" inherent in the combined Navy-Marine Corps amphibious team. However, I feel that your article fell far

short of presenting an objective report of the missions, their history and the personnel that work together on these ships.

Originally designated as Amphibious Force Flagships (AGC), they were redesignated Amphibious Command Ships (LCC) on January 1, 1969. The key word here is "Amphibious." Naval planners (USN and USMC) properly understood the complexities of amphibious operations and specifically designed a ship that could control amphibious landing operations — an exercise that can easily become unguided chaos, without proper control. Adding the fleet commander and his staff to these ships only serves to confirm the well planned communication capabilities of the LCC class.

However, the absence of reference to the amphibious role of the LCC is conspicuous and objectionable to Marines and sailors of the "Gator Navy." Your article completely ignores the role of the Marine Corps on the LCC and only makes a brief reference to the ship's amphibious role (the word amphibious only appears twice in the *Blue Ridge* article and not at all in the *Mt. Whitney* article). The presence of a permanently manned Marine detachment on both ships is not mentioned, nor is a reference made to the Marine Corps contribution to the funding of the LCC-class ships.

This story presented an excellent opportunity to recognize the strength and mutual relationships of our Navy-Marine Corps team. It is important for all of us, from seaman to general officer, to look at our common heritage and draw from it.

Amphibious operations continue to be an important capability of our forces and no one does it better than our Navy-Marine team.

Presenting information on this mission and the sailors and Marines that accomplish it, would have given strength and credibility to the story.

—Major C. E. M. Kelly Jr., USMC
FPO N.Y.

• *The Navy-Marine Corps team is indeed a crucial element in the U.S. military organization. For documentation of this undisputed fact, see All Hands, May 1987 ("3rd Fleet goes north") and watch for August 1988 All Hands ("Team Spirit '88").—Ed.*

7

Navy Rights & Benefits



Family Assistance

Family Assistance

Out of concern for the total welfare of Navy members and their families, the Navy has gone beyond the primary considerations of medical and health care, housing and survivor's benefits to offer assistance in many other areas.

This installment of Navy rights and benefits has information on where Navy family members can get special kinds of family-related assistance. From guaranteed student loans available through the Navy Relief Society, to the free care provided under the alcohol and drug abuse treatment programs, Navy people can go to a variety of Navy-sponsored and Navy-related organizations for assistance.

Navy Family Service Centers

Navy Family Service Centers assist personnel, their families and single service members with a variety of support services.

FSCs provide a comprehensive information and referral service on a wide range of programs and services, including resources that are available in both the military and local civilian communities. FSC staff members and volunteers work to coordinate people-oriented support and assistance programs, and assist with personal or family problems.

Each FSC offers assistance and support to existing command-sponsored efforts such as command sponsor programs, command ombudsmen and pre-deployment and deployment support services. FSCs have information to help ease the relocation process and offer programs on subjects of interest to military families, such as budget stretching, finding a new job after a family move, parenting classes, helping families improve their communication skills and many others.

FSCs offer hospitality kits and information about recreational facilities, child care centers, Navy Lodges, and how to get a passport before

going overseas as well as other services. FSCs are ready to help in obtaining legal aid, voting registration information or help with a "special needs" child. They have reference libraries of brochures and other information about continental and overseas duty stations, or will refer individuals to the Overseas Duty Support Program for more detailed information about overseas duty stations.

There are currently 65 FSCs at installations throughout the United States and overseas. When another seven FSCs come on line in FY 89, services will be available to more than 85 percent of all Navy personnel and their families. Each FSC is staffed with a combination of military and civilian personnel who will do their best to provide any kind of information or help needed — and if they don't have it, they know where to find it.

Sponsor program

Knowing what to expect at your new duty station and having a specific contact person there can make the difference between a good move and a bad move. The Navy sponsor program can help make that difference.

When you receive change-of-station orders, you can request assignment of a sponsor. Your commanding officer will forward the request to the receiving commanding officer for action. (Sec MilPers Manual 1810580.)

If you are assigned to be a sponsor, you should ensure that the incoming service member receives information about the area well in advance of the move. You also should make

arrangements to assist the new member and his or her family upon arrival at the new duty station.

Legal assistance program

From helping Navy men and women understand an installment contract to writing a will, Navy legal assistance is available in many forms.

This free service is intended primarily as a benefit for active duty Navy members. It is also extended to dependents and, on a limited basis, to retirees and their dependents, survivors of eligible members, and to civilians employed overseas by the armed services.

Services provided under the Navy legal assistance program include:

- Advising and assisting you with personal legal problems.
- Preparing legal correspondence on your behalf, negotiating with others or their lawyers, and preparing various legal documents including wills and pleadings.
- In some limited cases, providing full legal representation, including in-court appearances on your behalf.
- Providing advice if you have a discrimination complaint under the Civil Rights Act of 1964 and SecNavInst 5350.5 series.

Services that do not fall under the Navy legal assistance program, but are provided by the Navy legal service office include:

- Assigning defense counsel for members charged with criminal conduct under the Uniform Code of Military Justice.
- Offering professional advice involving UCMJ Article 15 proceedings (captain's mast).

Advice concerning a member's

Family Assistance

privately owned business or private income-producing activity is not authorized.

Chaplains

Navy chaplains are qualified ministers, priests or rabbis endorsed by their respective religious bodies to provide appropriate ministry to military personnel and their families.

They minister according to the tenets and teachings of their respective religious bodies. Those who desire particular religious rites (baptism, bar/bas mitzvah, wedding, etc.) should contact their local chaplain. He or she will assist them personally or refer them to a chaplain of their particular faith.

Chaplains visit work areas, hospitals and homes, expressing care for people and easing their adjustment to military life, smoothing interpersonal relationships and helping with other problems.

A chaplain can also help Navy people and their families by working closely with Navy Relief, Red Cross and other community agencies. The chaplain can help make appropriate referrals for financial, health, marital or emergency leave problems.

Alcohol and drug abuse treatment

The objectives of the Navy alcohol and drug abuse program are to prevent abuse and to return eligible former abusers to full duty status as soon as possible. A major element of NADAP is detection and deterrence of drug and alcohol abuse at all levels. This approach emphasizes firm, constructive use of discipline, the rehabilitation of men and women who are responsive and the expeditious processing for separation of those abusing individuals clearly possessing no potential for future service. Treatment is offered

at one of three levels, depending on the severity of abuse or dependency.

Level I involves local command programs coordinated by the command drug and alcohol program advisor. Programs involve awareness and education (such as general military training) and the more formal Navy alcohol and drug safety action program. Thirty-four primary NAD-SAP offices with more than 100 other classroom sites offer a 36-hour course. Participants may attend voluntarily for their own education, or may be referred by their command because of a drug or alcohol abuse incident. All convicted DWI offenders are required to attend NAD-SAP.

Counseling and Assistance Centers are Level II non-residential treatment facilities. There are 85 CAACs — 26 of these aboard ships. CAACs perform screenings, individual, group and family counseling education programs and community outreach.

Level III treatment is performed at four Naval Alcohol Rehabilitation Centers in Norfolk, Jacksonville, Fla., San Diego, and Pearl Harbor. Treatment is also performed at 21 alcohol rehabilitation departments located in Naval hospitals. Counseling, individual and group therapy, education, and family help are part of the residential program offered at the alcohol rehabilitation centers and departments.

Both Level II and III facilities are staffed with Navy-trained counselors.

OpNavInst 5350.4 series gives complete information about Navy drug and alcohol abuse policy, treatment availability and eligibility procedures.

Uniformed services health benefits program beneficiaries (dependents, retirees, dependents and survivors of retirees, etc.) can enter any of the Navy's rehabilitation programs

on a space-available basis. However, a backlog of active duty patients forces most facilities to refer applicants eligible for CHAMPUS or VA benefits to other programs.

CHAMPUS shares the cost for up to seven days of inpatient hospital care required for detoxification during acute stages of alcoholism. Detoxification usually takes from three to seven days. Other benefits include inpatient rehabilitation in authorized institutions.

VA alcohol and drug abuse programs — Eligible veterans are admitted to any of the VA medical centers for the treatment of alcohol or drug dependence or associated medical conditions. If specialized care for the veteran's alcohol or drug dependence is required and it is not available at the admitting medical center, the veteran may be transferred to the nearest medical center which has a specialized medical program for alcohol and/or drug dependency treatment.

The VA has approximately 94 alcohol dependence treatment programs and 42 drug dependence treatment programs. Each ADTP and DDTP provides services that include intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consultative liaison, ambulatory/outpatient and after-care services.

Family advocacy program

FAP addresses family problems such as physical or emotional abuse and sexual assault among Navy families. Through intervention, the program minimizes the incidence of family violence and its impact on the Navy and Navy families.

Efforts such as parent education and family support services help prevent child and spouse abuse. But when violence occurs, the FAP re-

Family Assistance

sponds through problem identification, crisis intervention, treatment and follow-up.

Under OpNavInst 1752.2, the base commanding officer ensures that FAP services are provided through the cooperative efforts of the medical treatment facility and base FSC. The treatment and case management components of FAP are handled by the family advocacy representative appointed at each medical treatment facility while the FSC can provide limited counseling.

Families with abuse problems are encouraged to seek assistance from their local family advocacy program.

Overseas duty support program

This program helps Navy members and families going overseas through intercultural training and area orientation workshops as well as formal training courses such as the overseas deployer coordinator course. The support program also offers pocket guides, language cards, and "survival kits" for overseas living. In addition, it offers the overseas transfer information service described below.

OpNavInsts 5352.1 and 1300.14 set out the specific programs and procedures.

Overseas transfer information service

OTIS has up-to-date information on living conditions overseas; shipments of household goods, automobiles and pets; clothing needs; and recreation and base facilities. It can also give information about the availability of on-base housing, cost of off-base housing, passport requirements and much more.

Call OTIS at (202) 694-8392/3 (collect calls from within ConUS are accepted), on Autovon 224-8392/3, or

toll-free 1-800-327-8197. OTIS is open from 8 a.m. to 4:30 p.m. EST weekdays. After hours and on weekends, calls are recorded on an answering machine and will be returned the next business day.

Spouse employment assistance program

The SEAP is located at Navy FSCs worldwide. The program helps Navy spouses find employment and plan careers.

More than 50 percent of Navy spouses are currently in the work force and by 1990 it is estimated that more than 75 percent will be employed. Frequent moves make it difficult for a spouse to find a satisfactory job and to progress in a career. Some spouses find that they have to start all over again with each relocation. The SEAP helps with general job-search information, tips on education opportunities, career guidance, employment workshops, resume and SF-171 assistance and computerized job listings for the local area.

The computer can be linked with other FSC locations worldwide so that spouses will be able to review job possibilities at the next duty station before they move.

Also eligible for SEAP services are other Navy family members, retirees and their spouses, and active duty personnel preparing for retirement. For more information on the SEAP, contact your local FSC.

Navy Relief Society

The Navy Relief Society is a private, non-profit corporation which is the Navy and Marine Corps' own self-help organization. Its primary purpose is to provide active and retired service members, their dependents and survivors with financial assistance and budget counseling.

In addition, it sponsors a guaran-

teed student loan program for dependents, visiting nurse programs, thrift shops, and provides layettes to new mothers.

Navy Relief financial assistance may be provided for a variety of valid needs ranging from the costs of setting up a household to disaster relief. However, Navy Relief does not assist with the purchase of non-essentials, nor does it supplement the income of persons who habitually live beyond their means.

Details on Navy Relief's assistance policy are set forth in the pamphlets, "Which Way to Turn" and "Fundamentals of Navy Relief Assistance." If not available on your ship or station, you can get them at the closest Navy Relief field activity.

Application for assistance may be made to any auxiliary, branch or office of the Navy Relief Society or through American Red Cross, Army Emergency Relief, Air Force Aid Society or Coast Guard Mutual Assistance. If a command has found it necessary to advance assistance for emergency leave from its welfare and recreation fund because an individual is unable to visit a Navy Relief Society office, the society will reimburse the command.

Financial assistance is provided for dependents solely because of their relationship to service members. Therefore, whenever possible, the service member should present his or her family's request for assistance at a Navy Relief office. When the service member can afford it, financial assistance is provided as an interest-free loan, which is normally repaid by allotment. If repayment is a hardship, assistance may be provided as a grant.

Those who are interested in helping the society carry on its work can do so either by supporting the annual fund drive, which is one of the Navy Relief Society's major sources of

Family Assistance

funds, or by serving as a volunteer. The great majority of Navy Relief activities are staffed by volunteers, most of whom are dependents or retirees. For additional information, see MilPers manual 3450150.

Navy Mutual Aid Association

The Navy Mutual Aid Association is a mutual, non-profit, tax-exempt, voluntary membership association of sea service personnel and their families.

The association's purpose is to provide a substantial monetary sum through low-cost insurance plans to designated survivors of members. It also maintains facilities and staff at the Navy Annex in Washington, D.C. The staff helps families of deceased members to secure all federal benefits and allowances to which they are entitled and settle insurance claims from all other insurers. In case of an unfavorable decision by the VA against a member's survivors, Navy Mutual Aid will provide an accredited representative to assist in an appeal and follow through until an equitable decision has been made.

The association provides secure storage space at its headquarters for the safekeeping of vital personal documents for ready reference by members, and to facilitate the processing of survivor claims. Other than the cost of membership insurance plans, there is no additional charge for services or representation made by the association on behalf of the member or family.

Navy Mutual Aid is designated an approved financial counselor by SecNavInst 1740.2 series and can provide COs with informative presentations on government programs for the survivors of military personnel, such as the integration of social security benefits, VA dependency indemnity compensation and the survivor benefits plan.

Officers and enlisted personnel, regular or reserve, of the Navy, Marine Corps and Coast Guard, and officers of the U.S. Public Health Service and National Oceanic and Atmospheric Administration may apply for membership in the association at any time while serving on active duty.

Membership privileges are not affected by subsequent separation or retirement from active duty.

For further information, call toll-free at 1-800-628-6011. In Virginia, call collect at (202) 694-1638, or write Navy Mutual Aid Association, Arlington Annex, Rm. G-070, Washington, D.C. 20370-0001.

Fleet Reserve Association

The FRA is an organization of active duty and retired career enlisted personnel, and commissioned officers with prior enlisted service of the U.S. Navy, Marine Corps and Coast Guard.

The association is pledged to maintaining an adequate Naval defense for our country and to encourage worthy young men and women to seek careers in the sea services. It provides its members two practical services:

- Representation on behalf of military personnel legislation before Congress.
- Individual assistance in the protection of their rights and career benefits.

The FRA has 340 branches located worldwide and its membership numbers 150,000. The FRA is accredited by the VA and other government agencies on behalf of members; it administers the original CHAMPUS supplemental health insurance program; awards and administers scholarships for dependent children of Naval personnel, living and deceased; and aids survivors in obtaining benefits.

The American Red Cross

The American Red Cross provides a total program of assistance to members of the armed forces and their families. Through its worldwide communications network, available 24 hours a day, 365 days a year, the Red Cross can help with emergency leave requests and other emergency messages on behalf of Navy and Marine Corps personnel and family members. Also, when regular communication is disrupted, the Red Cross can help by obtaining reports on the welfare of individuals.

In addition, the Red Cross has a program of emergency financial assistance, offers information and referral services, and provides health, safety and lifestyle courses. A variety of volunteer opportunities are available with the Red Cross.

A reciprocal agreement with the Navy Relief Society also enables Navy and Marine Corps members and their families to apply for financial assistance through the Red Cross where there is no NRS office available. If Navy Relief authorizes, the Red Cross will advance funds on their behalf.

For further information, see MilPers manual 3450150.

Ombudsman program

The Navy family ombudsman program is designed to provide better, faster communication between Navy families and Navy officials. Commanding officers select ombudsmen from among the Navy spouses in their commands. The ombudsman is the official representative of the command's families and serves as liaison between them and command officials.

Spouses, especially, should become acquainted with the local ombudsman. They should understand

Family Assistance

that the ombudsman is not a counselor or a social welfare worker and cannot offer specific advice. The ombudsman does, however, take a direct route toward finding solutions by bringing problems to the attention of the proper officials.

Staying in touch — In addition to the ombudsman program, communication between the Navy family and the parent command or base is by means of the familygram, telephone tree and CO's action line.

The familygram is a regular newsletter from the commanding officer to family and friends of crew members, offering information and news about the command and its people.

The telephone tree is an informal network of family members who pass on important information such as last-minute changes to a ship's operating schedule.

The CO's action line is a two-way communication line which may appear as a column in the command newspaper. Family members can address questions and offer opinions directly to the commanding officer whose reply can benefit the entire command.

Navy Wives Club of America

NWCA is a national federation of spouses of Navy, Marine Corps and Coast Guard enlisted personnel. It recognizes the importance of the sea service spouse. The organization is dedicated to improving life in the Navy.

Active clubs throughout the United States and overseas promote supportive relationships among spouses. The clubs extend assistance to needy members and Navy, Marine Corps and Coast Guard families, assist Navy chaplains, participate in blood donor programs and in Navy Relief Society projects.

The NWCA also sponsors a spe-

cial scholarship program for children of enlisted personnel (see section on dependents' scholarship program).

Navy Wifeline Association

This organization offers information and assistance to Navy and Marine Corps spouses. Every spouse is automatically a member of NWA with no registration requirement or membership fee.

NWA solicits views, shares solutions, and supplies information about military life to help spouses cope with separations from loved ones, shifting roles of responsibility and changing environments. By serving as a point of contact for military spouses, the association enables spouses to join together and help each other, fostering a sense of belonging.

The organization is deeply involved in supporting the ombudsman program, and can help spouses find the right source of help in time of need. NWA also has a variety of informational pamphlets available to spouses. For information, write NWA, Washington Navy Yard, Bldg. 72, Washington, D.C. 20374. The commercial phone number is (202) 433-2333; Autovon 288-2333.

Other organizations

Many other organizations and government agencies stand ready to assist Navy families in time of need.

Veterans Administration — In addition to the drug and alcohol rehabilitation help already mentioned, the VA maintains hospitals to care for veterans who cannot afford hospital treatment or whose injuries are a result of military service. The organization handles dependency compensation for service-connected deaths, provides burial flags for veterans and administers life insurance programs for veterans. The August

1988 *All Hands* will feature detailed information on veterans benefits.

Veterans' Organizations — The following organizations also provide information concerning claims and help process them: Disabled American Veterans, American Veterans of World War II, Jewish War Veterans, Non-Commissioned Officers Association, American Legion, Veterans of Foreign Wars, Blinded Veterans Association, Congressional Medal of Honor Society of the U.S., Legion of Valor of the U.S.A., Marine Corps League, Military Order of the Purple Heart, Paralyzed Veterans of America, Inc., United Spanish War Veterans, Veterans of World War I of the U.S.A., Inc., American Veterans Committee, Army/Navy Union of the U.S.A., Catholic War Veterans of the U.S.A., Coast Guard League, Disabled Officers Association, Military Order of the World Wars, Regular Veterans Association and United Indian War Veterans.

State veterans commissions — Most states maintain veterans' organizations that supervise their particular programs. They can help with federal and state employment assistance, state bonuses, education assistance, land settlement preference and other benefits. These organizations can usually be found under the state government listings in the telephone directory.

Social Security Administration — Social Security provides continuing financial assistance to survivors of deceased members. Retirees drawing military retirement also are eligible to draw Social Security at the appropriate age. Your local Social Security office can provide you with details.

Decedent Affairs Branch, Naval Medical Command — Provides for the interment of deceased members and the transport and escort of the remains to the burial site. This service is usually coordinated through Navy regional medical centers.

Family Assistance

Casualty Assistance Branch, Naval Military Personnel Command (NMPC 642) — This branch coordinates the casualty assistance calls officer program which notifies the next-of-kin of service members who are reported missing or deceased; provides assistance, guidance and counseling on matters relating to survivor benefits; arranges travel for immediate family members to and from the funeral; and also arranges for immediate funeral assistance to the surviving spouse or eligible parent(s).

DoD Dependent Schools

The Department of Defense Dependent Schools make up the only U.S. school system that has schools located around the world. It ranks as the ninth largest U.S. school system, with a student population of approximately 140,000 and has 273 schools located in 23 countries.

Although the schools are located in many parts of the world, the quality of education exceeds the standards set by the North Central Association of Colleges. All 57 DoDDS high schools are accredited by the NCA. Some DoD elementary and middle schools are now accredited by NCA, and others will be processed for accreditation over the next few years.

The NCA accreditation of DoD schools and a standard curriculum plan permits students a much easier transition period when they return to stateside schools.

Many dependents' schools offer special education classes for physically or educationally handicapped children, including those with visual and hearing impairment. Remedial reading specialists are assigned to schools to aid teachers in improving student communication skills. DoDDS also provide correspondence courses for those students who live

in remote areas with no school facilities.

Dormitory facilities are available at eight of the 57 secondary schools. When a student's home is more than one hour's commuting distance from the school, the student lives in the dormitory. Dormitory counselors, who are fully qualified instructors, offer substitute-parent supervision to the high school students.

Dependents' scholarship program

More than 50 Navy-oriented organizations currently sponsor scholarships or offer aid for study beyond the high school level. Dependent children of Navy, Marine Corps and Coast Guard members and former members are eligible for this assistance.

The Naval Military Personnel Command (NMPC 641) administers the scholarship program. However, applications are mailed directly to the appropriate scholarship sponsor.

The scholarships, which are funded by sponsoring groups, are usually awarded on the basis of scholastic achievement, character and financial need. Selection committees of the sponsoring groups select and notify the recipients.

The "Scholarship Pamphlet" (NavPers 15003 series) contains a wealth of information on the scholarship program, including requirements for eligibility. The pamphlet and applications are available from NMPC 641. Information about the following year's program is usually available in December and the application deadline is April 15.

Another source for educational aid is the Navy Relief Society-sponsored guaranteed student loan. Loans up to \$2,500 per year (\$12,000 total) are available for undergraduate study or vocational training. Graduate study loans can be made up to \$5,000 per year, or \$25,000 total. Information, eligibility requirements and applications are available from the Navy Relief Society.

For further information, see MilPers manual 6210110. □

Where Navy People Can Get Help

Chief of Chaplains (OP-09G)
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-4043
Autovon: 224-4043

Navy Mutual Aid Society
Department of the Navy
Washington, D.C. 20370
Commercial: (202) 694-1638

Fleet Reserve Association
1303 New Hampshire Ave., N.W.
Washington, D.C. 20036
Commercial: (202) 785-2768

Navy Relief Society Headquarters
801 N. Randolph St., Room 1228
Arlington, Va. 22203
Commercial: (202) 696-4904
Autovon: 226-4904

Decedent Affairs Branch
Naval Medical Command, Code 332
23rd & E St., N.W.
Washington, D.C. 20372-5120
Commercial: (202) 653-1345
Autovon: 294-1345

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

Navy Wifeline Association
Washington Navy Yard, Bldg. 172
Washington, D.C. 20374
Commercial: (202) 433-1721
Autovon: 288-2333

Navy Family Support Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5000
Commercial: (202) 694-1006
Autovon: 224-1006

Department of Defense Dependents
Schools
Hoffman 1, Room 152
2461 Eisenhower Ave.
Alexandria, Va. 22331

American Red Cross
National Headquarters
17th & D St., N.W.
Washington, D.C. 20006
Commercial: (202) 737-8300

Casualty Assistance
Naval Military Personnel Command (NMPC-642)
Department of the Navy
Washington, D.C. 20370-5122
Commercial: (202) 694-2926
Autovon: 224-2926

Dependents Education (CONUS & Overseas)
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5000
Commercial: (202) 694-1006
Autovon: 224-1006

Navy Family Ombudsman Program
OP-156/NMPC-66
Department of the Navy
Washington, D.C. 20370-5066
Commercial: (202) 694-1006
Autovon: 224-1006

Dependents' Scholarship Program
Naval Military Personnel Command (NMPC-641)
Department of the Navy
Washington, D.C. 20370-5641
Commercial: (202) 694-3355
Autovon: 224-3355

Reunions

• **USS William R. Rush (DD 714)**—Reunion Aug. 5-7, 1988. Savoy State Park, Western Massachusetts. Contact Jim Kelly, 12120 Asbury Chaple Road, Huntersville, N.C. 28078; telephone (704) 875-1274.

• **USS Saint Paul (CA 73)**—Reunion Aug. 23-25, 1988, San Diego. Contact Joe Caramona, P.O. Box 841, Palm Harbor, Fla. 34273-0891.

• **USS Sussex (AK 213), ship members during Korean War cruises**—Reunion Aug. 27-28, 1988. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

• **PT boaters**—All hands who served in PT boat squadrons, bases, tenders, supply, communications, FEMU, medical or were in any way connected with WWII PT boat operation; friends, 2nd, and 3rd generation PT boaters—Reunion Sept. 1-5, 1988. Stouffer Orlando Resort, Orlando, Fla. Contact P.T. Boats, Inc., P.O. Box 109, Memphis, Tenn. 38101; telephone (901) 272-9980.

• **USS Pecos (AO 65)**—Reunion Sept. 9-11, 1988. Contact Johnny Sellers, 700 Orchard Lane, A-5, St. Clairsville, Ohio 43950 or W.J. Price, Star Route; Box 43, Portsmouth, Ohio 45662.

• **USS LST 829, Coast Guard-manned**—Reunion Sept. 9-11, 1988. Anaheim, Calif. Contact Albert J. Ryzner, Star Route 1, Box 206, Lewis Run, Pa. 16738; telephone (814) 362-1810.

• **USS Houston (CA 30/CL 81)**—Reunion Sept. 13-18, 1988. Holiday Inn, Fairlane area, 5801 Southfield Service Drive, Detroit, Mich. 48228. Contact Don G. Michalek, 12441 N. Allison St., Thornton, Colo. 80241; telephone (303) 457-9382.

• **USS Cushings (DD 376/DD 797/DD 985)**—Reunion Sept. 14-18, 1988. Williamsburg, Va. Contact Bill Johnson, 1237 Dare Rd., Yorktown, Va. 23692; telephone (804) 898-5156.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion Sept. 14-18, 1988. Port Huenehme, Calif. Contact Robert Hoves-tadt at (805) 485-6144, Clyde Taylor at (805) 642-1413, or USS Norton Sound Association, P.O. Box 487, Port Huenehme, Calif. 93041.

• **USS Foreman (DE 633)**—Reunion Sept. 15-17, 1988, Cleveland. Contact William S. Holley, 58P Village Green, Budd Lake, N.J. 07828; telephone (201) 691-2380.

• **USS Russell (DD 414)**—Reunion Sept. 15-17, 1988. San Diego. Contact W.

Singleterry, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.

• **USS Blackhawk (AD 9), and assigned Destroyers**—Reunion Sept. 15-18, 1988. Omaha, Neb. Contact G.H. Mason, 2212, 122nd Ave. E., Puyallup, Wash. 98372; telephone (206) 863-8666.

• **USS Mansfield (DD 728)**—Reunion Sept. 15-18, 1988. Norfolk. Contact R.E. Schools, 3955 Monza Dr., Richmond, Va. 23234; telephone (804) 271-1551.

• **USS Foote (DD 511)**—Reunion Sept. 15-19, 1988. Clarion Hotel, Cincinnati. Contact Floyd Shelton, 2889 Sheldon Drive, Cincinnati, Ohio 45239; telephone (513) 931-0042.

• **USS Massey (DD 778)**—Reunion Sept. 16-18, 1988—Minneapolis. Contact Jack Zagaros, 3656 Newton Ave. North, Minneapolis, Minn. 55412; telephone (w) (612) 344-1518, (h) (612) 529-5840.

• **Naval Mine Warfare Association**—Reunion Sept. 20-25, 1988. New Tower Inn, Omaha, Neb. Contact Herb Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS Cooper (DD 695)**—Reunion Sept. 22-25, 1988. Chicago Marriott, Schaumburg, Ill. Contact James F. "Gene" Bickers Sr., 128 Piney Bend, Portage, Ind. 46368; telephone (219) 762-7999.

• **USS McDermut (DD 677)**—Reunion Sept. 23-24, 1988. Norfolk. Contact C. H. Pippitt, 2156 University Ct., Clearwater, Fla. 34624; telephone (813) 461-2904.

• **USS Eberle (DD 430)**—Reunion Sept. 23-24, Charleston, S.C. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield N.J. 08344; telephone (609) 697-1587.

• **Commissioning Crew of USS David R. Ray (DD 971)**—Reunion Sept. 23-26, 1988. Contact Steve Korpall, 949 Big Dalton Ave., La Puente, Calif. 91746; telephone (818) 810-2741.

• **Waves and Women of the Navy, and their British Commonwealth counterparts, the WRENS**—Reunion Tour. Sept. 26- Oct. 21, 1988. Australia/New Zealand. Contact Ann Collins, 3346 Runnymede Pl. N.W., Washington, D.C. 20015; telephone (202) 362-2315.

• **USS Pensacola (CA 24)**—Reunion Sept. 28- Oct. 1, 1988. Cincinnati. Contact Ray V. Snapp, 3705 Heathwood Dr., Troy, Ohio 45373; telephone (513) 339-3217.

• **USS Kanawha (AO 1)**—Reunion

Sept. 29- Oct. 1, 1988. Edgewater Hotel, Seattle. Contact Tom McNamara, 4209 SW 98th, Seattle, Wash. 98136; telephone (206) 937-4849.

• **Odin Group (VP 11 (F)/VP 51/VP 54/VB 101/VPB 101/Patsu 1-2)**—Reunion Sept. 29- Oct. 3, 1988. Hanalei Hotel, San Diego. Contact G. H. Martin, 123 Forest St., Dover, Mass. 01923.

• **USS Ludlow (DD 438)**—Reunion, Sept. 1988. Contact Bob Javins, 537 Clark's Run Rd., La Plata, Md. 20646; telephone (301) 934-8955.

• **USS LST 49**—Reunion, Sept. 1988. St. Louis. Contact Frank Reeves, R#4-Box 204A, Ava, Mo. 65608; telephone (417) 683-2440.

• **VMF 218**—Reunion, Sept. 1988. Anaheim, Calif. Contact Richard B. Robinson, 2162 Wellington Ave., Santa Ana, Calif. 92701; telephone (714) 542-2818.

• **Crew of the USS Trinity (AO 13), from 1939-45**—Reunion planned. Contact Henry F. Holmes, 5005 Faraon St., #111, St. Joseph, Mo. 64506; or contact Ed Jaqua, 524 W. College, Aurora, Mo. 65605.

• **Naval Hospital Oakland**—Reunion planned. Personnel who were staff or patients 22 July 1942-22 July 1988. Contact Naval Hospital Oakland Birthday, Oakland, Calif. 94627-5000; telephone (415) 633-5324.

• **USS Kennison (DD 138/AG 83), and LSMR 402**—Reunion planned. Contact Edward L. Sheeler, 1617 Tulane Dr., Lufkin, Texas 75901.

• **Malta convoys of WWII**—Reunion planned. Contact Fred Plenty, 43 Sydenham Rd., Bridgwater, Somerset TA6 4QD, England; telephone (0278) 424641.

• **USS Conway (DD/DDE 507), from the years of 1942-1970**—Reunion planned. Contact Carl Shand, RD#3, Ware Rd. Fulton, N.Y. 13069; telephone (315) 592-7891.

• **USS Philippine Sea (CV 47/ CG 58)**—Reunion planned. Contact USS Philippine Sea Association, Post Office Box 597, Levittown, Pa. 19057; telephone (215) 946-3836.

• **VB 305, serving in the Solomon Islands from Feb.-June 1944**—Reunion, fall of 1988, San Diego. Contact Bob Rice, 1978 Bucklin Hill Road, Bremerton, Wash. 98310; telephone (206) 692-8734.

• **Orphans of the Pacific (MBP 1)**—Reunion considered. Contact James Pressley, 1318 Washington, Fredonia, Kan. 66736.



AO2 Tony Graham inspects a World War II Japanese bomb found near a busy roadway on Guam to determine if it can be safely removed. This photo, by PH1 Raymond L. Mitchell, won first place, news category, in the Military Pictures of the Year contest.



A memorial service was held at Arlington National Cemetery May 17 to mark the first anniversary of the Iraqi missile attack on USS Stark (FFG 31).

In a tender moment, Kathleen Ciletta touched her son's tombstone. Boatwain's Mate 3rd Class John Anthony Ciletta Jr. of Brigantine, N.J., was one of the 37 crewmen who died in the attack. Area school children paid their respects, as the Navy's ceremonial guard rendered honors. Photos by PH1 Chuck Mussi.

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ALL HANDS

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65th YEAR OF PUBLICATION



Photo by JOCS B.A. Corfield

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Front Cover: A worker stands in the shade of the dry dock walls, sizing up the repairs to the mine-damaged *Roberts*. See story, Page 14. Photo by PH1 Chuck Mussi.

Back Cover: A Marine keeps watch at Tok Sok Ri, Republic of Korea, awaiting the second wave of landing craft during the amphibious assault phase of *Team Spirit '88*. See story, Page 24. Photo by PHC Chet King.

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Navy Currents

DC rating open to HTs

Opportunities in the damage control rating are available to both male and female hull maintenance technicians.

The DC rating was re-established last October to focus on damage control readiness. In order to compete in the September 1988 E-4 through E-6 exam cycle for advancement in the DC rating, personnel must have taken the DC exam. If the DC first class and chief rate training manual is not available, personnel may substitute the HT 1 and C rate training manual.

Sailors in the diver, explosive ordnance disposal or SEAL specialties (NEC 53XX) are not eligible for conversion to DC. HT personnel receiving selective reenlistment bonus for NEC 49XX are also ineligible for DC conversion until they are within six months of completing their SRB enlistment.

Hull maintenance technicians who want to volunteer for conversion should submit a NavPers 1306/7 or message request to Naval Military Personnel Command (NMPC 402). □

Overseas banking improves

A major initiative is under way to improve the delivery of financial services by overseas banking facilities using state-of-the-art automation and communication.

Improvements through this initiative will, by the end of this year, include linking existing banking facilities' automated teller machines with stateside ATM networks so that DoD personnel may access account balances and funds from stateside banks; more customer service and streamlined branch operations; and installing on-line terminals to allow bank tellers to rapidly access current customer balance information.

The biggest savings in this initiative will be in time. Banking transactions will be faster because of shorter lines. In addition, the overseas banks will continue to offer free checking to direct deposit account holders and allow personnel who maintain stateside accounts to withdraw money from those accounts without any charge, once the ATMs are connected to stateside networks.

For more information on when these services will become available, see your local military banking facility. □

Frequent flyer program

The Comptroller General of the United States has decided that mileage accumulated on official travel may not be used for accommodation upgrades in any frequent flyer program. However, the change, which took place May 1, does not apply to free seat upgrades that do not involve an exchange of mileage credits earned on official travel.

A Navy person trading in mileage credits earned on government-paid travel may be required to reimburse the government the difference between costs of the two seats. The possibility of fraud may exist in some cases.

Change 19 in the *Joint Federal Travel Regulations*, Volume I, will reflect the Comptroller's decision. □

Education program changes

If you're planning to continue your education while in the Navy and need tuition assistance, check the Navy's voluntary education program — changes in tuition payments have recently been made.

Since June 1, 1988, any tuition assistance application approved has had a payment limit applied as follows:

- Undergraduate courses — 75 percent of a maximum of \$125 per credit hour, not to exceed \$285 per course.
- Graduate courses — 75 percent of a maximum of \$175 per credit hour, not to exceed \$395 per course.

Tuition assistance for Navy people pursuing a high school diploma remains at 100 percent. □

VHA cost survey

The Navy wants to know how much compensation is needed by service members to meet housing costs. To find that amount, the Navy is

conducting a variable housing allowance cost survey.

Results from the survey will be used to set VHA rates for housing costs for FYs 89 and 90.

For verification of the results, some Navy people as well as members from other military services will be randomly selected, from those who have responded, and asked to show documentation, such as leases and receipts. The documentation will be used to determine how people computed their housing costs.

Approximately 1,500 Navy people will be asked to fill out the one-page verification form. The same number of members from other branches will also be asked to submit the same form and documents. □

Striker rating opportunities

More opportunities are available in the rating entry for general apprentices program.

Under OpNavInst 1430.5C, undesignated strikers have more chances in picking a specific rating to enter. The new changes were made by the Chief of Naval Operations in April.

Significant changes include:

- Undesignated strikers may compete for any rating they desire, with the exception of ratings with specific prerequisites, such as "A" school requirements and ratings not available to women.

- When necessary, maximum quotas for women will be established in certain ratings based on combat-exclusion requirements, sea/shore rotation, etc.

- Unless entry prerequisites change, ratings will remain designated as either "open" or "closed" for each exam cycle.

- Individual commands no longer have authority to designate strikers. Striker designations will be centrally controlled through the advancement system to provide better control of Navywide rating imbalances.

- It is no longer necessary to ask permission from the Naval Military Personnel Command to compete for a rating in the proper path of advancement.

- Semi-annual NavOps will be issued at least two months before each advancement exam to

provide projected E-4 advancement opportunity ranges and the estimated number of women who may be advanced in designated ratings. □

Ombudsman network

The Navy Wifeline Association is establishing a Navywide network of area ombudsman coordinators and councils.

To establish the network, the association requests that commands having coordinating responsibility for ombudsmen councils identify a military point of contact, such as the command chaplain or command master chief. The point of contact must be a military member.

Isolated commands having an ombudsman who does not belong to a council are also strongly encouraged to respond.

Send the military point of contact's title, command mailing address and the number of council members to: Navy Family Support Program (NMPC 66), Attn: Ms. Decker, Dept. of the Navy, Washington, D.C. 20370-5660. □

Journalist volunteers needed

The public affairs office of Naval Support Force, Antarctica, is seeking journalists, E-4 through E-6, for temporary additional duty with the public affairs office at McMurdo Station, Antarctica, for a period of three to four months.

Operation Deep Freeze's mission is to logistically support the scientific research of the antarctic continent. The annual deployment to "the Ice" is from October to February.

Journalists assigned to *Operation Deep Freeze* will be tasked with hard news and feature writing, radio and television broadcasting, electronic news gathering and photography.

Operation Deep Freeze is also seeking an interior communications electrician who has the NEC 4747 to augment the Navy broadcasting detachment at McMurdo Station.

All TAD costs, including travel, are provided by NavSuppForAntarctica. For more information, call Ens. D. Shook or Journalist 1st Class Dan Simon at Autovon 360-3273 or commercial (805) 982-3273. □

'To see the dawn'

The night-long battle to save USS Roberts

Story by PH1 Chuck Mussi

Thursday afternoon, April 14, started off quiet and pretty routine for USS *Samuel B. Roberts* (FFG 58). Since arriving in the Persian Gulf, the ship and its crew had — on an almost daily basis — dealt successfully with the dangers of that volatile region.

They felt they were the best. *Roberts* had won the Battle "E" and earned the highest grades any ship had ever attained in damage control training at Guantanamo Bay before deployment. The men of the "Sammy B." had good reason to feel confident. They even felt a bit invincible.

Ship and crew had been steaming hard all day to make their way to the southern part of the Gulf for a scheduled replenishment with USS *San Jose* (AFS 7). Afterward they would turn around and steam north for continued operations.

On *Roberts'* bridge the crew was enjoying the break from tanker escort duty. Watchstanders talked about the bobbing dolphins the bow watch had reported, but bobbing objects in the waters of the Gulf — all manner of things such as dolphins, tree trunks and dead sheep — were really nothing new.

Chief Mess Management Specialist (SW) Kevin J. Ford brought his camera up to the bridge hoping to shoot some videos of the crew to send home to the families.

Commanding Officer Cmdr. Paul X. Rinn was meeting in his stateroom with the supply officer about doing something special for the men of the *Sammy B.* They talked about a special meal to celebrate "hump" day, the cruise's midway point, and treats for the long trans-Atlantic crossing home. Rinn had just cornered the supply officer on an item he thought he was seeing too much of on the ship's menu, when the phone rang. It was the officer of the deck.

* * *

Boatswain's Mate Seaman Bobby F. Gibson had been on the bow watch for about an hour. He often swapped watches with others in his duty section just so he could stand the bow watch. Others didn't like the watch, but Gibson enjoyed it. Oh, sometimes it was real windy, or even cold. But today the sea was calm and the winds were light. "Pretty nice," Gibson thought.

Other than the dolphins he had reported earlier to the bridge, it had been a quiet watch, and the lengthening afternoon seemed to hold the promise of a wonderful sunset.

At 4:39 p.m., Gibson saw what he thought were three more dolphins. Only this time the "dolphins" weren't going back under water. He grabbed his binoculars, spotted the spikes on the floating objects and

immediately notified the bridge.

* * *

On the phone to the CO, the OOD, Lt. Robert L. Firehammer Jr., didn't get a chance to finish telling Rinn about the three objects, equally spaced, about half a mile off the starboard bow. The CO dropped the phone and was on the bridge in what seemed a matter of seconds.

Because they had gone through this so many times before, with things like dead sheep or 55-gallon fuel drums, Rinn was pretty sure he wouldn't actually see any mines — but he wasn't taking any chances.

Through his binoculars, Rinn looked off the starboard bow. His first thought was, "Damn, those look just like mines."

Rinn called for "all stop" and the OOD replied "all stop."

Looking through the "Big Eyes" on the bridge wing, Quartermaster 2nd Class (SW) Dan J. Nicholson was frightened by his first glimpse of the floating objects. Normally, mines found in the Gulf were old and encrusted with sea growth. These were shiny — the sun glared off them. Nicholson's heart sank. "Whoa, this is real — big time!"

At 4:39 p.m., the sighting of three mines was logged. All three were showing five horns. The mines appeared to be moored, 1,200 yards from the ship, with no marine growth visi-

ble — they looked brand new.

Still standing on the bow, Gibson stared in amazement at the shiny, peacefully bobbing objects. After three months in the Gulf, they had finally found some mines.

And then he thought, "What are we going to do now?"

* * *

Hospital Corpsman 1st Class James E. Lambert was covered with sweat. He had been grinding through his workout on the stationary bicycle for about 45 minutes. As he was getting off of the bicycle he noticed that *Roberts'* engines were slowing down, but he didn't pay much attention — he was headed aft to jump rope.

He was about to get the workout of his life, but it wouldn't be from jumping rope.

* * *

Chief Ford was on his way to the mess deck to check on the evening meal. The newly appointed mess deck Master-at-Arms, Engineman 1st Class (SW) Mark T. Dejno, was already setting up for chow.

Their dinner plans were about to be interrupted.

* * *

Over the ship's IMC, Rinn told his crew that their ship had entered a mine field. He called all hands to general quarters and told them to check that condition Zebra was set throughout the ship. He decided it was not necessary to sound the alarms.

As dusk gathered, Rinn worried about losing sight of the mines. He notified the Commander, Joint Task Force Middle East, about the mine field. *Roberts* was directed to keep a minimum distance of 300 yards from the mines and have the ship's helicopter mark the mines' positions.

Rinn was confident at this point.

He knew he had a seasoned, well-trained crew — within three minutes after calling away GQ, Zebra was confirmed to be set.

He just didn't want to lose sight of those mines.

* * *

Back on the fantail, the chocks and chains were removed from the LAMPS helicopter. Boatswain's Mate 2nd Class Kim T. Sandle, the landing signals enlisted, prepared to launch the helo to drop floats, flares and smoke near the spotted mines.

* * *

Rinn went to the starboard bridge wing. He looked back at *Roberts'* wake. "I know I'm safe if I stay in my wake," he said to himself.

He lowered the ship's auxiliary propulsion units. Built into the forward part of the ship, the APUs are used to maneuver the ship in tight quarters and at very slow speeds. Gingerly, the ship began to back away from the mines.

For a time, it looked like Rinn's attempt to tiptoe backward out of the mine field would work.

But, twenty-one minutes after the first sighting, they bumped into a submerged mine. It struck *Roberts'* port side aft, near the keel.

At 5 p.m., the ship with the motto, "No higher honor," was rocked by the exploding force of hundreds of pounds of TNT.

* * *

Immediately after the CO's announcement of the mine sighting, EN1 Dejno ran from the mess deck to his general quarters station, auxiliary machinery room 3. He quickly set condition Zebra throughout the space. The word was passed that everyone in the lower levels should move to the upper levels, so Dejno was standing in the middle of the upper level of AMR3 when he heard

the "BOOM!" and saw a wall of flame and water exploding toward him.

Although he was seriously burned on his face and one arm, Dejno did not lose consciousness. His first thought was to get out of AMR3 — he had to make a report. He climbed up and out of an escape trunk. By the time he got through the hatch, water was up to the deck plates.

* * *

The sweat was almost dry on "Doc" Lambert's body when he reached his office and general quarters post — the main battle dressing station. He pulled on a set of coveralls. He wasn't particularly worried about being in a mine field — he never thought the ship would actually hit a mine. As he said later, "You see an ice patch — you know it's dangerous but you never think you're the one who is going to fall on the ice. It happens to the other guy."

Lambert sat at his desk, chatting about surface warfare questions with others at that GQ station — like a group of old-timers at a barbershop — when the explosion threw him out of his chair.

* * *

On the bow, Gibson turned around and saw everyone on the O2 and O3 levels looking at the mines. He was turning forward when the mine exploded. Suddenly he was airborne — looking down, all he could see was forecastle and water as he came flipping out of his dive. He landed heavily on his neck and shoulders.

Head spinning, Gibson stumbled aft to help break out a fire hose. He was only starting to feel the pain in his back.

* * *

Senior Chief Gunner's Mate Thomas P. Reinert was on the O3

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level looking at the mins. Although he'd brought his camera to take some pictures, his job was to operate the visual sights for the 76mm gun. He was hoping to get a shot at blowing up those mines. When he heard and saw the explosion aft, he immediately thought of the men — his men — who were back there manning the 76mm magazine. He wondered if they were still alive.

On the bridge wings, the reaction to the explosion was disbelief, followed by a lot of expletives. Some thought at first that the helicopter had crashed, but a quick look at the bridge monitor showed the spinning rotor blades of the helicopter on the fantail.

Nicholson got on the LMC: "Mine hit! Mine hit! The ship has hit a mine!" Then he joined the rest of the O2 level personnel in breaking out hoses, while literally stamping out the small fires that were falling onto the ship from the flaming debris that came out of the stack.

Roberts had hit an M-08 mine — 250 pounds of TNT equivalent. It struck at frame 276 on the port side, four feet from the keel. The explosion blew a hole, 15 feet by 20 feet, in the hull, knocking the ship's two main gas turbine engines off their mounts.

The port engine had been operating at the time, and the fuel released by the explosion ignited and shot up through one of the main exhaust stacks, hurling a fireball into the air 150 feet above the ship. Flaming debris rained down on the deck.

In the main engine room, sea water rushed in through the gaping hole. Within 15 seconds, water was just two feet below the upper deck plates. The blast also knocked the main shaft out of commission and ruptured the shaft seal, allowing the water from the engine room to completely flood AMR3 in five minutes. A connecting bulkhead in AMR2

was obviously severely damaged.

Below deck, lights flickered, then went out. The diesels were tripping off the line. Repair party members searched through the darkness. A ruptured air line was quickly isolated, allowing the diesels to be restarted.

* * *

On the fantail, the helo rebounded from the blast, its whirling blades flexing to within three feet of the deck.

BM2 Sandle said a short prayer of thanks that he hadn't been hacked to bits when he was thrown into the air, coming as close as he had to the arc of the spinning helicopter blades. He was stunned and bruised — but still in one piece.

* * *

In the main battle dressing station, Doc Lambert was receiving initial reports of injured personnel. He didn't have complete information about how many were hurt or how badly — the line was filled with urgent damage control reports.

He and his assistants grabbed their portable medical bags. They stuffed as much of what Doc thought they might need into their pockets, grabbed some morphine from the secured cabinet and started toward the mess deck. There was water on the deck, and Lambert slipped and fell. He became that "other guy" who always slips on the ice patch.

* * *

The situation in AMR2 was critical. Everyone in the space knew that if the battered bulkhead gave way they would all be killed. Ford had been through damage control training in the "Buttercup," a simulator that teaches plugging and shoring techniques. He had attended the school with the men he was working with now. But this damage was

worse than anything they'd ever fixed in a drill, and there would be no opportunity to try it again. Failure would mean the loss of lives and ship — their lives, their ship. They worked hard.

Initial damage control reports were getting to the bridge. To Rinn, it seemed everyone was moving in the right direction. The "real thing" was just like a Gitmo scenario — just with a lot more at stake — and *Roberts'* crew knew the scenarios.

Now, everyone went where he was supposed to and did what he needed to do. People slapped on OBAs with the confidence that comes with practice.

* * *

After escaping AMR3, Dejno put a quick dressing on his own arm. Then he found a friend — Gas Turbine Systems Technician (Electrical) 2nd Class Larry Welch — who was badly injured. He took him into the supply office and started to treat his wounds.

Dejno was burned, but Welch was much worse, with charred, dead skin hanging from his arms, hands and fingers. Dejno tried to trim away Welch's uniform with a boatswain's knife, but it wouldn't cut through the fuel-soaked cloth. Getting a pair of scissors out of a first aid kit, he cut away the clothes and dangling burned skin. He carefully wiped the fuel oil off Welch's face, wrapped him in a clean white sheet and they headed to the O2 level triage area.

* * *

Rinn's mind raced with questions: — "How bad are we hurt?" — "How many casualties do we have?"

— "Where *exactly* are the fires coming from?"

— "What's our engineering status?"

— "Can I get underway?"

— "Can we defend ourselves?"

After getting answers from his initial reports, he decided to get a look for himself.

Leaving the XO, Lt. Cmdr. John Eckelberry, to direct operations on the bridge, Rinn left to tour the ship. He needed to get his own answers.

* * *

Doc had found some answers of his own. The first casualty he came to was Gas Turbine Systems Technician (Mechanical) Fireman Wayne J. Smith. The kid was burned. Doc had seen worse burns in the intensive care ward at the Naval Hospital in Jacksonville, Fla., but here was a young sailor, new to the ship, soaked with synthetic fuel, awake and sitting up, and real scared. He was burned on his face and arm, but for the most part he was OK. After doing what he could to make Smith comfortable, Doc moved on.

Sitting in the back of the same room, was a good friend of Doc's — Gas Turbine Systems Technician (Mechanical) 3rd Class Dave Burbine. They had often worked out together in *Roberts'* weight room. They knew each other pretty well. Burbine had shed his fuel-drenched clothes and was naked except for the blanket wrapped tightly around him. He shivered uncontrollably, but managed to give Doc a weak smile. As Lambert gave Burbine first aid, Doc thought that his friend seemed in good spirits, for a man who had been in an engine room when it blew up.

It broke Doc's heart to see men hurt this way, especially shipmates. He swallowed hard and went to the next man.

Word was passed that the injured should be brought to the triage area behind the bridge on the O2 level, so Doc sent his casualties there. He moved on to the next guy, and the next, and the next.

He was breaking a new sweat.

* * *

Rinn was still making his way through the ship, learning first-hand of the damage done to the *Sammy B*. He entered the main engine room and stepped into ankle-deep water. The CO checked that space, saw the fires and headed for AMR2.

* * *

"It's a hard fire to fight," QM2 Nicholson said to another man on the hose, GSE1 Michael Wallingford. He couldn't really see the fire, except for the flames coming out of the stacks. As number one hose man, he was standing up on top of the stack, putting all this water down into it. EW2 Fernando Cruz was maintaining contact with the bridge and still keeping a constant stream of foam on the fire. Nicholson thought they were making progress — the fire was cooling down.

But it wasn't going out.

* * *

In AMR2, Chief Ford told his CO not to worry. "It's no big deal, Captain," he said. "We can hold the bulkhead." One look at the bulkhead, however, told Rinn that it could give way at any second, killing everyone in the space. Both Rinn and Ford recognized the danger.

But the key problem Ford showed Rinn was the rising water in the space. Sea water was close to reaching the fire pumps. It was already splashing on the diesels. If they lost the diesels, they would lose fire pumps and the ability to dewater. The ship could be lost.

AMR2 became the central scene of the battle to save *Roberts*.

Despite the desperate situation in the engineering spaces, the CO felt a tremendous sense of confidence as he watched his men work. Ford led a team made up of BM1 (SW) Richard Fridley, RM2 Gary Jackson and OS2 Richard Raymond. They were confi-

dent, too. "We can win this one, Captain," one sailor said. "We can do it," another echoed. As he surveyed the situation, he made the decision that they were going to save the ship. At the hatchway Rinn looked back and said, "I'll see you again. I'll be back."

Rinn decided he didn't have time to check AMR3. He headed up to the bridge to report to the Commander, Joint Task Force Middle East. On his way, he found water running down through a crack that ran up the bulkhead and completely across the ship. The ship was breaking in half.

Water from the firefighting effort flowed across the deck and down into the spaces they were trying to dewater. He recalled the lessons learned from the *Stark* incident, about putting water inside the skin of the ship. As the firefighters put water down the stack, it flowed into the ship. He realized, "We're sinking ourselves!"

* * *

On the fantail, BM2 Sandle saw that the ship had sunk so low the "Samuel B. Roberts" painted across the stern was beneath the water. Sandle and several mechanics worked to prepare the LAMPS helo for flight. Thanks to the trap that had kept the helicopter locked onto the flight deck, the aircraft had suffered only minor damage from the shock of the explosion.

* * *

QM2 Nicholson hadn't seen any casualties as he was working the fire hose. But now, as he headed forward on the O2 level to the bridge to get a floodlight, he saw that many of his shipmates were hurt, some seriously. Most were burned. He didn't recognize anyone — he didn't know exactly who was hurt. He tried to think where his friends were, but he couldn't remember where he had

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last seen everyone — nor exactly what had happened in the blur of activity following the blast. He went back to work.

* * *

Cmdr. Rinn was in contact with Commander, Joint Task Force Middle East. He summarized the ship's status and voiced his major concerns: the extent of damage, his ship's maneuverability, the number of wounded and the status of his combat systems. He and Rear Adm. Anthony Less agreed: It wasn't a very pleasant picture.

Less: Considering your situation, what do you think about remaining with the ship?

Rinn: I haven't thought about that at all. I have no desire to leave the ship. We'll stay with the ship and fight it. Right now, I think we can win this thing. We have no other choice. In a nutshell, we're in trouble.

Less: Do you have anything else to pass?

Rinn: Roger. "No higher honor."

Rinn's habit of signing off using the ship's motto would become a symbol to an anxiously waiting world of the determination and courage of Rinn and his crew.

After completing his report to Less, Rinn turned to his officers gathered on the bridge. "I want you to give me a rundown," he said, "but first, this is what I already know — we've lost the main engine room, there is flooding in AMR2, but it seems to be under control, there is flooding in AMR3...." Everyone on the bridge stared in amazement at their CO. Someone said, "We don't have 'flooding' in AMR3 — AMR3 is gone!" The captain said, "You're telling me my other major engineering space is gone? Are you sure?" They were sure.

After the briefing, the captain stepped out onto the bridge wing —

the fire was still raging from the stack and from the cracks in the deck caused by the blast. He realized the ship's condition was even more serious than he first thought. It had gone from a bad situation to a *very* bad situation. But everyone was working together to control it.

Rinn's confidence was still high. They *would* save their ship.

* * *

From the triage area on O2 level, Doc had moved all his patients aft to the hangar bay for evacuation. So far, Welch was the only one to have left the ship. He had been flown out on the LAMPS helicopter. There was word, Doc had heard, that CH-46s were coming to the rescue from either USS *Trenton* (LPD 14) or *San Jose*. But he didn't think *Roberts'* flight deck could handle 46s — they were a lot bigger than the ship's LAMPS helo.

But Doc had little time to worry about helicopters — he had to restart an i.v. for a patient who had lost his in the move from the O2 level. It had to be done quickly, because Lambert didn't have any time to spare — there were too many people to take care of.

He was sweating profusely. He apologized for dripping perspiration on the young seaman he was working on — BMSN Gibson.

When Gibson left the bow, immediately after the explosion, he didn't get the chance to break out much fire hose. The pain from his back injury had quickly stopped him in his tracks — now he was pinned to a stretcher.

Doc grabbed handfuls of ice from bags in the triage area, chewing it as he worked from patient to patient. The worst case, so far, was Chief Gas Turbine Systems Technician (Electrical) (SW) Alex Perez. He had serious injuries to his head and back.

Perez had been trapped under the

deck grating in the main engine room after the mine exploded. It was a close brush with death. Shipmates worked feverishly to rescue him. He escaped by swimming under oily water for 15 feet through mangled equipment to where a crewman was shining a battle lantern into the water to show him the way. Perez would have to leave on that first 46, Lambert thought — when it got here — if it could land.

* * *

"Stop putting water on the fire," Rinn ordered. The XO asked the CO if he was crazy. Rinn explained, "No, we don't have to worry about the fire. In a little while we're going to be underwater and the fires won't matter anymore. We've got to quit putting water into the skin of the ship. We've got to hold back on that until we can get control of the flooding."

* * *

In AMR2, the struggle with the bulkhead continued. Despite the seam plugging attempt by Chief Ford and the others, the leaking was worse than ever. They tried plugging the leak with blankets, pillows and wedges. The process was chaotic, but it was organized chaos.

And still the battle continued. The portable eductors and fire pumps were beginning to get results.

The men of *Roberts* weren't going to be beaten. They weren't going to give up their ship without a fight.

* * *

The bulkheads of the 76mm magazine were getting hot.

GMCS Reinert didn't tell his working party that there was no pressure in the magazine sprinkler system. He didn't need to tell them details that they didn't have time to worry about.

They had to empty that magazine. The CO immediately gave permission to move the ammo. At first, they threw the 76mm ammunition over the side. Then they began to move the shells to the forecastle. Each round weighed about 50 pounds. They moved 700 rounds in 90 minutes.

* * *

The trap that had saved the ship's LAMPS helo was now a problem, Sandle realized. The device was jammed — stuck right in the middle of the helo landing pad. He directed the CH-46 to land crosswise on the deck — across the fore-and-aft line of the ship. He stared hard into the darkness, concentrating on the wheels of the CH-46, *willing* it to land within the white lines.

Cmdr. Rinn had confidence in Navy pilots. This landing was dangerous, but in a pinch they would come through, just as he had seen them do it in the past. Failure was never in the equation.

Failure was not under consideration, Rinn knew, throughout the ship.

"No surrender!"

"Don't give up, damn it!"

"The Iranians have taken their best shot and they're not going to beat us."

Rinn had heard it over and over again as he walked through the ship: "They're not going to beat us!"

* * *

Doc went inside the 46 to put a blanket on one of the patients. He looked up and saw someone taking pictures. Doc thought, "What the hell are you taking pictures of?"

As he left the helo, Lambert saw what the sailor was photographing.

"All the doors were open — hoses were everywhere," Doc recalled. "You looked up at the top of the ship and saw sparks flying out — like a

chimney. You couldn't see the blaze of the fire, but you could see the sparks going into the night." Doc gazed at the damage control scene and thought, "I guess that would make a good picture."

The 46 lifted off into the night carrying eight more of the injured off Roberts.

* * *

During the first moments of the crisis, Cmdr. Rinn realized that the way he presented himself to his men would never be more important. The crew watched every move he made. It was time to earn his pay — time to do his job — as he'd been training to do it for years. It was time to lead this group of brave men in one of the most dangerous situations any of them would ever face.

Rinn and Less continued communications:

Rinn: "I've lost AMR3, I've lost the main engine room, I've got fires in the ship, but I've stopped putting water on them. This is why: AMR2 has four and a half feet of water in it. If it gets any higher we could lose the diesels — could lose the fire pumps. If I do, I'm in trouble. In fact I'd probably lose the ship. However, I think I'm winning in AMR2 — that's the key space."

"I'm moving ammunition. The bulkhead temperature in the 76mm magazine is 134 degrees, and rising. I have at least eight casualties. There are problems with lost fire main pressure. I have P-250s running. Close-in weapons system is on line. My missile battery is operational. I can fight the ship, I can defend myself."

Less: "It doesn't sound like it's getting better. What are your considerations for remaining on board?"

Rinn: "We are determined to save the ship, period. That is our intention. We can save our ship. I intend

to stay here and do just that."

Less: "Other units are standing by to assist."

Rinn: "We never saw the mine that hit us. Recommend you don't send other ships. We'll get out on our own."

* * *

The fire in the ship's stack appeared to be dying down. The shoring in AMR2 was holding. The educators and fire pumps were doing their jobs.

By now, the crew had succeeded in moving most of the munitions forward to the forecastle.

The questions on Rinn's mind now were: "How bad is that crack? Will the ship break in two? Do we still have a keel?"

He spoke to the crew over the 1MC. He explained the ship's status, and then said again, "I think we can save the ship — there is no doubt in my mind."

There were really very few good alternatives to saving the ship. Going into the water meant swimming with sea snakes and sharks. Roberts was at least 80 miles from anyone — except maybe the Iranians. Since sending a ship in to assist meant putting another U.S. ship in the mine field, the men of the Sammy B. would have to find their way out of their predicament alone. Safe water was anywhere from four to seven hours away.

Rinn thought, "I hope we make it to morning. I hope we get to see the dawn."

* * *

Throughout the ship, the chances of staying afloat until dawn were slowly improving; situations in various crisis areas were stabilizing.

During breaks in unloading the magazine, Reinert sent all the AFFF — aqueous film-forming foam — he could find up to the O2 level. The

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firefighters there needed it all. STGC John Carr spent the night moving five-gallon AFFF containers all over the ship.

With the plugging and shoring holding in AMR2, Chief Ford had left the secondary shoring to others and moved on. He stopped to rest against a bulkhead, and spotted more trouble. There was another fire. No rest now — back to work.

On the flight deck, Doc got his last patient off — ten casualties transported in less than two and a half hours.

EN1 Dejno was not evacuated; he volunteered to stay. His expertise was needed to keep the diesels running.

Rinn worried about the diesels, about maintaining power. If he lost the diesels, he'd lose everything; he wouldn't be able to pump water out of the ship or fight fires. The ship wouldn't be able to communicate, maneuver or defend itself. In his heart he repeated, again and again, "We're going to save her, we can save this ship."

Doc started hauling firefighting equipment, potable water and food off of the incoming helicopters. He had already resupplied the hangar bay triage. The resupply was important, in case the ship hit another mine.

* * *

Four hours after hitting the mine, the crew of *Roberts* was still hard at work. That work was paying off.

A daring investigation by the Chief Engineer, Lt. Gordon Van Hook, and BM3 Eduardo Segovia had pinpointed the source of the fire. An access plate on the O2 level had to be removed to get to the space where fuel oil had collected. Both Rinn and Van Hook watched as crew members, led by Lt. Dave Lewellyn, SM1(SW) Charles Dumas, HT1 Gary

Gawor and HT2 (SW) Tom Regan, removed the bolts and then pried the cover away with crowbars. Flames roared up in their faces, as a column of fire shot 15 feet into the air.

Van Hook tried to maintain his sense of humor as he turned to the CO and said, "Maybe this wasn't such a good idea." Fully aware that his men had to react in seconds to control the blaze, he added, "Maybe we should do this tomorrow."

But his firefighters immediately applied foam to the fire with applicators stuck into the hatchway. The flames slowly died down. The smoke changed color, from black to white. It was the first good indication that they were winning the battle of the fires.

By midnight, conditions were stable aboard *Roberts*. Shoring watches and fire re-flash watches were set.

* * *

But Rinn was still worried. He worried that maybe there was a problem, like a leak into a void, that he was unaware of. He worried about the integrity of the ship's hull. *Roberts* had suffered enormous structural damage, evidenced by the crack he'd seen in the bulkhead; even though the fires were out and the flooding under control, the ship could still break apart.

Senior Chief Boatswain's Mate (SW) George E. Frost came up with an idea to keep the front half of the ship attached to the back half. The ship's BMs began stringing steel cables across the huge cracks in the deck and superstructure, attaching them fore to aft wherever possible. It was hard work, but soon they were showing the bystanders gathered around how it was done. Everyone wanted to get in on the "fun." Under the stars, the ingenious sailors lashed their ship together to prevent the cracks from growing larger.

* * *

As Nicholson gazed into the waters around his ship, it seemed to be family reunion night for all the lethal sea life in the area. He was at the starboard aft search light, looking for mines, but all he saw were sea snakes and sharks. He was glad he wouldn't be abandoning ship.

Aboard *Roberts*, crewmen were having reunions, too. They sat in groups on the O2 level; no one was allowed below deck without a buddy. They ate sandwiches, drank sodas, told stories and, at long last, rested.

On the forecastle GMCS Reinert slept for a few hours.

A helicopter circled the ship, searching the water for mines. The LAMPS III helo of HSL 44's Det. 5 had done a heroic job. OIC Lt.Cmdr. Tim Matthews and Lt. Steve Blaisedale flew all night with a damaged helo, taking the wounded off and bringing badly needed supplies aboard, and *still* found time to search for mines.

By 3:00 a.m., the ship was quiet. Fires were out, leaks were plugged and flooding was under control. USS *Roberts* was slowly, carefully sailing to safety.

As Rinn walked the decks, he looked at his crew, exhausted, collapsed, some sleeping, some talking quietly. He reflected on what they had done in the last 10 hours. His men fought for their lives and their ship — a ship that was burning and sinking. They fought and won.

He felt a powerful bond with them. They were *Samuel B. Roberts*.

Their survival made all the tough work and long, boring drills, exercises and training worthwhile.

* * *

At 5:07 QM2 Nicholson made the entry, "observed sunrise" in the ship's deck log. □

Mussi is assigned to All Hands.

'No higher honor'

The crew of USS Roberts had the chance to live up to the ship's motto, "No higher honor"—and did.

In a ceremony in the Persian Gulf May 3, medals were presented to the crew of the guided missile frigate USS *Samuel B. Roberts* (FFG 58) by Adm. William J. Crowe Jr., Chairman of the Joint Chiefs of Staff.

The ship was awarded the Navy Unit Commendation because of the crew's tremendous achievement: keeping *Roberts* afloat after it hit an Iranian mine April 14.

Individual awards were presented to 31 crew members. The Legion of Merit was presented to:

Cmdr. Paul X. Rinn, *Roberts*' commanding officer.

The Bronze Star with Combat Distinguishing Device was presented to three crew members for rescue efforts on behalf of Chief Gas Turbine Systems Technician (Electrical) Alex Perez. Their actions were taken with heroism and at risk to their own lives:

**Chief Electrician's Mate (SW) Robert C. Bent
Chief Engineman (SW) George A. Cowan
Electrician's Mate 2nd Class Edwin B. Copeland**

Seven of the crew received the Bronze Star with Combat Distinguishing Device for Valor and Outstanding Leadership. They organized damage control efforts to save the ship in the face of uncontrolled fires, flooding, and probable breakup and sinking. For accomplishment of damage control duties under the worst possible conditions these men received medals:

**Lt.Cmdr. John R. Eckelberry, *Roberts*' executive officer
Lt. Gordon E. Van Hook
Lt.j.g. Johnny D. Sims
Lt.j.g. Michael L. Valliere
Ens. Kenneth J. Rassler
Senior Chief Boatswain's Mate (SW) George E. Frost
Chief Gas Turbine Systems Technician (Mechanical) (SW) David J. Walker**

The Navy Commendation Medal with Combat Distinguishing Device was presented to 13 of the crew for heroic damage control efforts and leadership in the fighting of fires and flooding. They were instrumental in the successful damage control and ship control efforts which saved the ship and crew from great peril and near certain

loss. Recognized for their personal risk and leadership:

**Lt. Robert L. Firehammer Jr.
Lt. David A. Lewellyn
Lt. Bradley G. Gutchner
Ens. Robert B. Sobnosky
Chief Mess Management Specialist (SW) Kevin J. Ford
Hull Maintenance Technician 1st Class Gary W. Gawor
Signalman 1st Class (SW) Charles R. Dumas
Signalman 1st Class (SW) Serge E. Kingery
Electrician's Mate 1st Class (SW) James E. Whitley
Boatswain's Mate 1st Class (SW) Richard L. Fridley
Hull Maintenance Technician 2nd Class (SW) Timothy Regan
Quartermaster 2nd Class (SW) Daniel J. Nicholson
Mess Management Specialist 2nd Class Scott W. Frank**

The Navy Commendation Medal with Combat Distinguishing Device was presented to *Roberts*' only corpsman for superior response to and management of wounded crew members. He coordinated the movement of 10 personnel casualties, emergency treatment, triage and medevac, controlled all medical patients, resulting in successful medical evacuation with no loss of life:

Hospital Corpsman 1st Class James E. Lambert

Awarded Purple Hearts:

**Engineman 1st Class (SW) Mark T. Dejno
Boatswain's Mate Seaman Bobby F. Gibson**

Purple Hearts were also awarded to four *Roberts*' crew members who were hospitalized at the Brooke Army Medical Center in San Antonio, Texas, by Vice Adm. Joseph S. Donnell III, Commander Naval Surface Force, U.S. Atlantic Fleet. The awardees were:

**Chief Gas Turbine Systems Technician (Electrical) (SW) Alex Perez
Gas Turbine Systems Technician (Electrical) 2nd Class Larry Welch
Gas Turbine Systems Technician (Mechanical) 3rd Class David J. Burbine
Gas Turbine Systems Technician (Mechanical) Fireman Wayne J. Smith □**

The original 'Sammy B.'

USS Samuel B. Roberts (FFG 58) is not the first ship to bear that name.

Story by Lt. Cmdr. J. Morgan Smith

The courageous deeds of the men of USS Samuel B. Roberts (past and present) were very much in keeping with the character of their namesake, a young sailor killed in combat off Guadalcanal in the South Pacific during World War II.

Early on the morning of Sept. 27, 1942, Coxswain Samuel Booker Roberts Jr. volunteered for a rescue mission to save a unit of Marines who had been surrounded by a larger Japanese force. The rescue group was under heavy enemy fire, when Roberts volunteered to distract the Japanese forces by running his boat directly in front of their lines to draw their fire.

His decoy act worked: all the Marines were saved. But as Roberts was about to pull out of range of the Japanese guns, his boat was hit and he was mortally wounded.

For his courage in the face of enemy fire, Coxswain Samuel B. Roberts was posthumously awarded the Navy Cross.

As a further tribute to the coxswain who died at Guadalcanal, USS Samuel B. Roberts (DE 413) was laid down on Dec. 6, 1943. After the 413 was stricken from the Navy list, the second Samuel B. Roberts (DE 823) was laid down on June 27, 1945 and served until Nov. 2, 1970. The third Samuel B. Roberts, (FFG 58) was laid down May 21, 1984. But what follows is "the blood-song of the 'Sammy B.'"—the story of the first ship of that name.—ed.

Silhouetted against the dawn, the little destroyer escort steamed at flank speed. The crew was at battle stations. Surrounded on three sides by Japanese battleships, cruisers and destroyers, the men aboard USS Samuel B. Roberts (DE 413) didn't know it at the time, but the battle off Samar had begun. The date was October 25, 1944.



GM3/C Paul Henry Carr

The Roberts task unit was in charge of protecting the small American escort aircraft carriers from the Japanese warships. The ships had just finished laying down a heavy smoke screen when all hell broke loose.

Steaming through the San Bernardino Strait toward Leyte Gulf, in the Philippines, the Japanese force began pounding away with its 18-inch guns. The thin-skinned destroyer escort, with its 5-inch guns, was no match for these heavyweights, but

on it sailed, maneuvering radically, closing to within 4,000 yards of a heavy cruiser and unleashing a spread of torpedoes.

For 50 minutes the "Sammy B." blazed away at the steel-clad monsters. Firing from point-blank range, USS Roberts boldly engaged the enemy, despite suffering heavy hits.

Serving as gun captain on Roberts' aft 5"/38-caliber gun mount was a taciturn, All-American farm boy from eastern Oklahoma. Paul Henry Carr was just 20 years old and had never seen the ocean before he joined the Navy in 1943. Now here he was in the middle of one of the most important naval battles of World War II.

The only son in a family of nine children, Carr grew up on a farm in Checotah, Okla. Paul learned responsibility at an early age. There were always chores to do, from feeding the livestock and cleaning the hen house to milking the cows and hauling water from the well. Paul's work seemed never to get finished. His chores controlled where Paul went and how long he stayed. Perhaps it was this informal education in self-discipline and responsibility that would later make Paul Carr a leader among his shipmates.

America was at war when Paul graduated from high school and in 1943 he enlisted in the Navy and was sent to San Diego for boot camp and gunner's school. Five months later he returned to Oklahoma and



U.S. Navy Photo

married Goldie Lee Jameson, who later joined him in San Diego, where they spent the next six happy weeks together while Paul attended advanced gunner's school. Paul and Goldie then returned to Oklahoma, where Goldie stayed while Paul continued on to Norfolk, Va. en route to his new duty station — USS *Samuel B. Roberts*.

It didn't take him long to get the hang of shipboard life. Carr soon began to mold his gun crew into an effective fighting unit.

"Paul was just like an old lady with her kitchen, the way he made us keep that gun mount clean," said Samuel Blue, a fuse-setter in Carr's gun crew during the famous battle.

George Bray, one of Carr's shipmates, said, "I never heard Paul say a bad thing about anyone. He was gentle and could get things done without jumping on people. Paul showed them how to do it and stayed with them." Bray was in the ammunition handling room below Carr's gun mount when the furious battle started.

Paul Carr and his crew fired over 300 rounds during the battle off Samar, scoring at close range and severely damaging a Japanese heavy cruiser, knocking out an 8-inch turret, demolishing its bridge and starting fires aft.

His crew had inspired every man on the ship, a ship that was now in very grave danger of sinking. The massive blows by the Japanese had

taken their toll. The *Sammy B.* was without power, compressed air, hydraulics or communications. The ship was a floating cripple and taking on water fast through one of the gaping holes left by a 14-inch shell from the Japanese battleship *Kongo*.

Knowing the hazards involved, Carr's close-knit crew loaded, rammed and fired six charges by hand, without the safety device of the gas-ejection system. In attempting to fire a seventh round, the powder charge "cooked off" before the breech was closed, wrecking the gun and killing or wounding all but three men in the gunhouse.

After the order to abandon ship had been given, one petty officer entered the gun mount to find Paul Carr, literally torn open from neck to thigh, holding a 54-pound projectile, trying, unassisted, to load and ram the only shell available. Carr begged the petty officer to help him get off the last round, but the man, seeing the gun had been destroyed and its breech rendered an unrecognizable mass of twisted steel, took the projectile from the gunner's hands.

Helping one of the other wounded men to the main deck, the petty officer returned to find Carr again attempting, although horribly wounded, to place the projectile on the loading tray of the inoperable gun. A few minutes later Paul Henry Carr was dead. George Bray and Samuel Blue were among the lucky ones. They had survived.

About an hour later, USS *Samuel B. Roberts* sank to the bottom. For the next 50 hours, Bray and Blue drifted with the other survivors, clinging to anything that would float. Sharks were everywhere, and the men huddled together trying to stay afloat. "I was picked up on the third day," said Bray from his home in Montgomery, Ala. "It was an awful experience. Men were burned and bleeding and we were all worried about sharks."

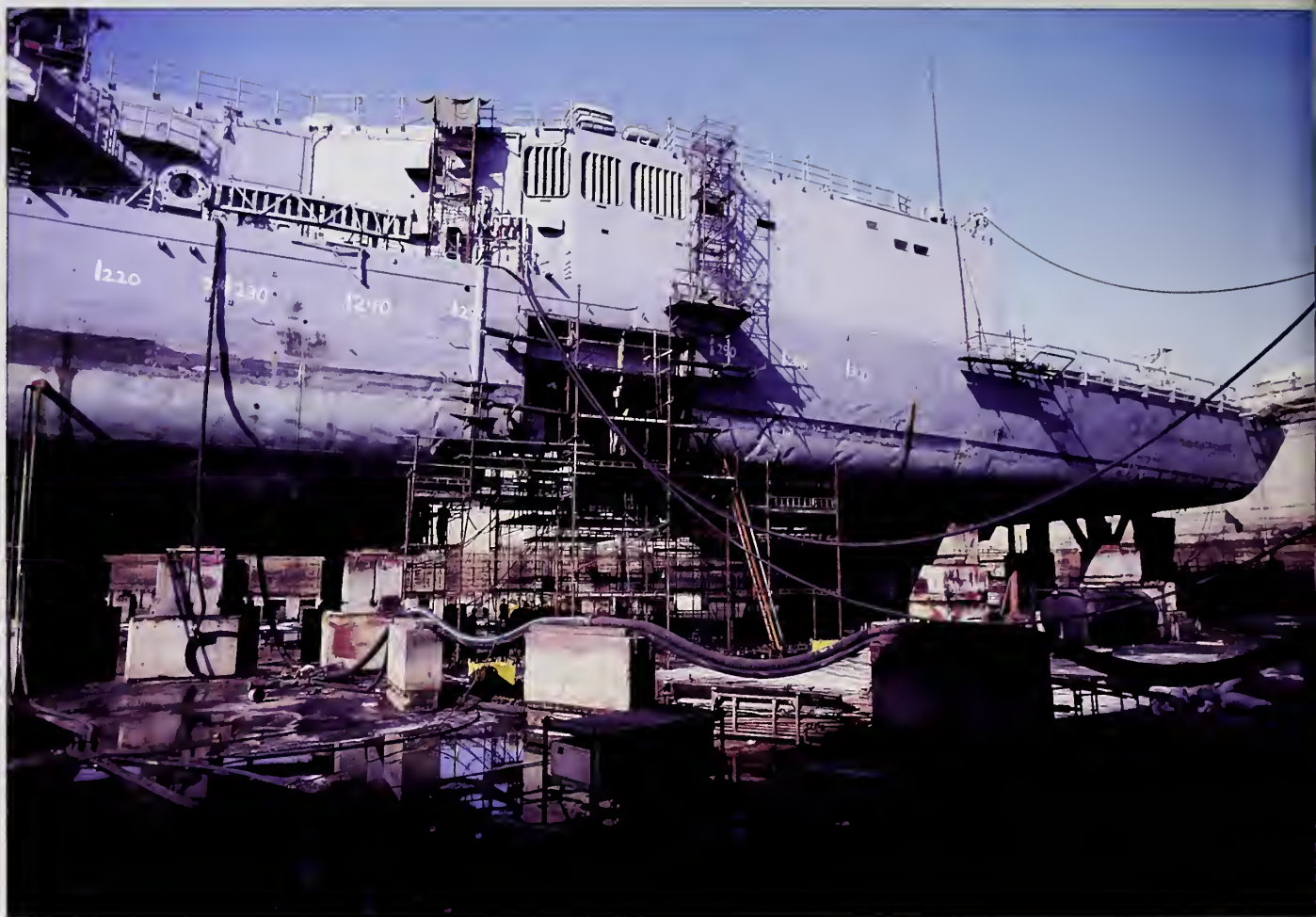
"My group floated in an oil slick for a long time," said Blue. "There were so many men burned that I think the oil may have helped them. A couple of the Japanese ships passed by us and we thought they were going to shoot us, but they didn't."

The CO of DE 413 concluded his report of the battle with these words: "... the men zealously manned their stations wherever they might be, and fought and worked with such calmness, courage and efficiency that *no higher honor* could be conceived than to command such a group of men."

The phrase "No higher honor" became the motto of the present-day USS *Samuel B. Roberts* (FFG 58).

Carr's memory lives on. On July 27, 1985, the Navy commissioned a new ship as USS *Carr* (FFG 52) honoring a man who gave his life for his shipmates and his country. □

Smith is assigned to Navy Internal Relations Activity, Washington, D.C.



Roberts' return

It will take a lot of work, but FFG 58 will be back.

Photos by PH1 Chuck Mussi

The dramatic, overnight, life-and-death struggle to save USS *Samuel B. Roberts* (FFG 58) gave way to the less-than-dramatic reality of cutting and welding as the extensive repair work, necessary to again make *Roberts* seaworthy, began. It was a job that wouldn't be done overnight.

Once preliminary repairs were done, the ship

was loaded onto a commercial heavy-lift ship and transported back to Bath Iron Works, in Maine. Bath was chosen because it is near *Roberts'* home port of Newport, R.I., and because its shipyard has the full capability to perform the complete rebuilding work required.

The ship was built and commissioned in Bath in 1985. □



Before *Roberts* left the Persian Gulf, extensive rebuilding of frames, bulkheads, hull and deck plates was required. As crewmen surveyed the repair work, they remembered the night the terrible damage was done.



'Leapfrogs'

The Navy's Parachute Team is a high-flying, free-falling, aerial-display showpiece.

Story and photo by JO2 Melinda Larson

Your first impression of the "Leapfrogs" may be that they are a bunch of cocky smart alecks. But the members of the Navy's Parachute Team are not cocky. They are simply self-assured.

"I'm sure of my abilities — I have to be," said Hull Maintenance Technician 1st Class James Boswell, leading petty officer of the team. "It's what helps keep me alive when I'm out in the field."

Boswell knows the difference between confidence and over-confidence. "There is a fine line — you get too sure of yourself and that could get you killed."

Operating out of Naval Amphibious Base, Coronado, Calif., the Leapfrogs are a Navy showpiece and have performed at the Indianapolis 500, the Kentucky Derby, numerous community holiday celebrations and hundreds of state and county fairs. These select Navy SEALs—Sea, Air, Land team members—have performed around the country, captivating audiences wherever they go. "The Leapfrogs belong to the Naval Special Warfare Command and work in support of Navy recruiting," said Senior Chief Boatswain's Mate Glay

Jackson, senior chief petty officer in charge and a veteran of more than 2,800 free-fall jumps. "Most times people identify the Navy with ships at sea and men on ships. It's exciting when we can create a graphic aerial display for a group of people and give them a different look at the Navy."

Audiences everywhere are enraptured by team members who fall to the earth at 176 feet per second (120 miles per hour). Spectators strain their necks back to watch as the jumpers — thousands of feet overhead — gather effortlessly into impressive formations. Depending on the show site, the team can make jumps from altitudes as low as 2,500 feet or as high as 12,500 feet. Once the jumpers float to the ground, they patiently, politely and proudly answer questions, pose for pictures and sign autographs.

The Leapfrogs team holds two world records. The first was set in 1982, for performing what is known as a "10-man speed star." This formation is timed from the moment the first jumper leaves the plane until the star is formed. The Leapfrogs formed their star in .57 seconds, breaking the Soviet record by a

full second. Their second world record was set in 1983, for a 25-man diamond. This was the biggest formation ever launched out of an airplane as a group. Jumpers form up inside the plane before leaping and after jumping must hold their formation for the judges, thousands of feet below.

The Leapfrogs will put on 50-70 shows this year, requiring the team to be on the road for almost every weekend from April through November. They don't mind — they love jumping out of airplanes. With a gleam in his eye, Boswell describes the experience.

"It's not like you're falling. It's more a sensation of flying your body. It's like driving your car at 120 miles per hour with your head stuck out the window. You adjust your moves with your arms and legs. You can do anything an aircraft can do — barrel rolls, flips—you name it."

Competence and confidence are the keys to the Leapfrogs' spectacular success, a success that proves the difference between cockiness and confidence. □

Larson is assigned to Navy Broadcasting Service Detachment Vicenza, Italy.



'Can do' in Vanuatu

Seabees rebuild schools on South Pacific island nation.

Story and photos by JOCS Barbara A. Cornfeld

On Efate Island, Republic of Vanuatu, the destruction from Cyclone *Uma* is still visible. The storm, which tore across the western South Pacific island nation Feb. 7-9, 1987, was declared to be the worst disaster to hit the islands in living memory. Damage estimates reached \$100 million, with most of the destruction centered on the west side of Efate, where Vanuatu's capital city of Port Vila sits peacefully.

For a year, nearly 500 children in and around Port Vila attended school in makeshift classrooms — some in a library, others in tents or under tarpaulins.

But a 24-man Seabee detail from Naval Mobile Construction Battalion 62 changed all that.

In Port Vila, during the schools' three-month winter recess, the team built two new schools and repaired another. This major construction effort marked the first time U.S. service members had been here in 43 years. Two major Allied bases were



located in Vanuatu (formerly New Hebrides) during World War II.

The Seabees who made up the Vanuatu detail were deployed in Guam with the battalion's main body when they formed in early November 1987. The battalion, homeported in Gulfport, Miss., is deployed in the Pacific.

It took three C-130 flights by the

U.S. Air Force's 374th Tactical Air Wing at Clark Air Base, Republic of the Philippines, to transport the detail with its tools, equipment and support vehicles from Guam to Vanuatu, which is 500 miles west of Fiji and some 1,100 miles east of Australia. "The C-130s are the largest military transport aircraft capable of utilizing the short runway at Baurfield in Port Vila (the international airport)," said Lt. S. Keith Hamilton, the detail's officer in charge. The flights arrived in December.

"Everyone was handpicked," Hamilton said. "We looked for those with superior technical ability. There was tremendous pressure on the men to maintain schedules, and it's something they had been well aware of since the planning phase of the exercise. We had to complete all the buildings before the beginning of the new school term — Feb. 8."

The men worked 13 hours, six days a weeks throughout the deployment.

Two of the three school projects



BU3 Marvin Chandler (preceding page) applies stucco to the Central Kindergarten School near Port Vila. Three youngsters (left) look on at the job site. Local shoppers (below) patronize Port Vila's open-air market.



were located in Port Vila — the public school (or "Ecole Publique") and the Central Primary Kindergarten — and one was in Mele Village, about seven miles from Port Vila.

"Replacing the roof of the Ecole Publique was our largest and most complex project," Hamilton said. "The men had to come up with in-the-field solutions for problems that occurred during construction."

The 50- by 250-foot building — nearly the length of a football field — is part of a two-building school complex. Its old shed-type roof was crooked, with different types of construction going in different directions. The wall heights and widths varied greatly.

Removing the damaged concrete and wood of the old roof was long, slow, hard work, according to Hamilton. "We had to use small hand tools, such as hammers and chisels, and we had to take special care when removing concrete columns and roof beams to prevent exterior walls from collapsing when those supports were

removed. Then we discovered structural weaknesses in the building."

The roof structure was redesigned to eliminate the weaknesses and the existing walls were strengthened with cast-in-place reinforced concrete sections.

Fifty-one trusses were used to re-roof the building, and since a crane was not available to set the trusses in place, the seven-man crew placed them by hand.

According to Hamilton, 55,500 pounds of roofing materials were manually lifted to the top of the building and it took more than 2,000 pounds of nails and enough timber to stretch more than 3.5 miles to build the new roof. The men put together four different size trusses, and each truss was custom-fit in its location to provide a single roof line. Finally, five concrete buttresses were added to provide extra lateral support.

"The really hard stuff was getting the trusses up," said Construction Mechanic 3rd Class Kenneth Southard. "They're nearly 1,000 pounds

each, and it took six of us. We put up about 16 in a day. That's hard!"

When the project was completed, the crew had constructed and installed the new three-level wood truss roof topped with corrugated metal, installed a new electrical system and new lighting fixtures, completely scraped and repainted the exterior of the building and replaced broken windows.

The Central Primary Kindergarten and Mele Village schools had sustained such heavy storm damage that new buildings had to be constructed.

"The Central Primary Kindergarten was a major topic at local PTA meetings where parents urged the public works people to get the new kindergarten building erected before the upcoming school term in

Seabee builders require exact measurements (below) for the job. BU2 Todd Heck (right) wears the dirt of a hard, but satisfying, day's work.



February," Hamilton recalled.

The new concrete block project included a new foundation, a new roof of corrugated metal, a new electrical system and florescent lights, covered walkway, a concrete entrance ramp, new sewer lines, new plumbing fixtures and fresh plaster and paint, inside and out.

At the Melc Village project, the Seabees selected a new site farther from the shore and more central to the village, surveyed and excavated for the foundation. The two-classroom, 24- by 64-foot concrete block building is the first of a five-building school complex and serves as a model for future construction of the other buildings.

This project included a covered porch running the entire length of the building, 30 new windows, two doors, plastered and painted interior, stuccoed and painted exterior, extensive

electrical work and new lights.

Three men from the village — John Malas, Andre Ova and "Old George" Danadicka — were with the seven-man Seabee crew at the site every day, helping with the construction, learning the trade and making friends.

"They did a lot of small, time-consuming things, and we were teaching them something," said Builder 3rd Class Armand J. DeAreu Jr. "Because it's a foreign country, they do things different from us and our techniques are new to them."

"Old George," now 77, and John Malas' father, whose health kept him from helping with the project, worked long ago as laundry men for the sailors and Marines who were stationed on Vanuatu during World War II.

Rossie Kaltai, daughter-in-law of "Old George" and sister of Malas,

took lunch and snacks to the Seabees each day at the construction site.

"We were here about a week, and Rossie had us to her house for lunch," said BU3 William R. Quackenbush. "After that, she began to bring us food on the job. At first it was just fruit, then tea and sandwiches, then their own types of food for us to try.

"The best part about this job was interacting with the Mele people. How many people in the States would bring you food every day?"

Rossie was glad to bring the Seabees food. "When I was a little girl," she said, "my grandfather used to tell us stories about the Americans who were here. 'When they come back,' he would say to us, 'help them all you can, be nice to them, for they will be here to help you.' So, they are here, and I help."

The Seabees of the kindergarten

The most difficult job at *Ecole Publique* was building the trusses — it took 51 to reroof the building.



and Mele projects finished early enough on their jobs to add varnished plywood to the ceilings and install electric ceiling fans; also, an additional overhead storage area and a new perimeter fence were added to the kindergarten.

The Seabees faced a lot of challenges on their projects. Ensuring material procurement stayed ahead of construction efforts was a major difficulty, according to Hamilton.

"Because the projects had to be designed as we went, materials had to be determined and then purchased," Hamilton said. "We found that many of the materials needed were either not available at all or were not available in the quantities we needed, so we had to change the plans to match the materials available."

"We were put in a situation where all the nice tools were not available,

but we still had to complete the task — and that's what we've done. In spite of those difficulties, the men not only completed all the required tasking, but also completed several items that were not part of the original goal."

Each building meets or exceeds hurricane construction standards, according to Hamilton. "Some locals have told us that in any future storms, they are heading to the Seabee buildings for shelter," he said.

"The local people were always talking about the Seabees and really looked up to us to do a good job," said BU3 Dave Coughlan, who worked at Mele. "What I liked about this job was that we set out — from nothing — to build a school 30 by 60 feet, and two months later, it was complete — foundation, block and roof. There was a lot of good work done in Vanuatu."

"It's the best job, as far as job satisfaction is concerned, that I've ever done," said BU1 John Hix, the detail's operations chief. "What makes it all worthwhile is being able to complete a job that we started and know that somebody's getting something good out of it," he added. "The kids will have a decent place to go to school."

When, in mid-February, the C-130 flights left Port Vila for Guam, the Seabees of Battalion 62 left behind new friends and new memories of American sailors.

"I've been to three countries now, and Vanuatu is the best," said BU2 Todd Heck. "How many people get to shake hands with the president of a country? I did — we all did — in Vanuatu." □

Cornfeld is assigned to Commander, NMCB Pacific Fleet, Pearl Harbor.

Pulling into port

Sailors find safe harbor at Navy retirement homes.

The U.S. Naval Home in Gulfport, Miss., and Carl Vinson Hall in McLean, Va., are committed to meeting the needs of retired senior citizens within the Navy family.

U.S. Naval Home

The U.S. Naval Home in Gulfport, referred to by its residents as the "Navy Hilton," is right on the beach on the Gulf of Mexico. The home, featuring a main building with two 11-story residential towers and single-story attached support facilities, is surrounded by a wide expanse of manicured lawn crowned by majestic stands of live oak. The 580-room high-rise residence is designed to provide its tenants with a sweeping view of the Gulf.

The home is a self-contained "mini-city." In addition to the comfortably furnished, air-conditioned, carpeted rooms, the complex includes a cafeteria-style dining room, a bank, an inter-denominational chapel, barber and beauty shops, a recreation room, bowling lanes, a Navy exchange, snack bar, library, hobby shop, swimming pool and greenhouse.

Residents enjoy the nautically decorated Fiddler's Green lounge or relax in the lounge's adjacent game-room that has pool tables, video games, darts and cards for the residents' relaxation.

There is a picnic area on the grounds and an exercise trail with non-impact exercise stations.

The home's recreational services



Courtesy Carl Vinson Hall

department offers trips to plays, exhibitions and other special activities in the Gulfport area. A regular bus route serves the main entrance of the residence building. The surrounding communities offer boating, fishing and local tours.

Residents are allowed five months' annual leave to travel, go on vacation or visit relatives. It is presumed that anyone gone longer than that probably isn't making full use of the facility, and should make their space available to someone else. As one resident said, "I come and go as I please. And, I can decorate my room any way I like, as long as it's neat and clean."

The home has a hospital offering both inpatient and outpatient care on a 24-hour basis. This 60-bed medical facility provides long- and short-

Carl Vinson Hall, located in rural Virginia, has served the retired Navy community for almost 20 years.

term care while the outpatient section cares for acute illness and provides follow-up therapy. The hospital also assists residents in arranging for care beyond the hospital's capability. Rehabilitation, physical therapy and intermediate care services are also available.

Carl Vinson Hall

Since it first opened in 1969, Carl Vinson Hall has been a safe and comfortable anchorage for retired sea service officers and their spouses and survivors. Located on a 13-acre tract of Virginia countryside surrounded by trees, the modern brick and stucco building is home for some 225 retirees. The hall is named in

honor of the late Carl Vinson, member of Congress from 1914 to 1963, a long-time chairman of the Naval Affairs Committee, and later, Chairman of the Armed Services Committee.

Living quarters at the residence range from efficiencies to two-bedroom apartments. All apartments have wall-to-wall carpeting and tenant-controlled air conditioning and heating units. Each apartment has a well-equipped kitchen with a refrigerator-freezer and garbage disposal. The bathrooms have ceiling-mounted heat lamps for comfort and tub guard rails for safety.

The comfort of residents is the main concern at the hall. To ensure their satisfaction, prospective tenants are encouraged to visit the hall and stay in one of the five guest units to get a feel for what their new home will be like.

Although there are fine dining facilities at the hall, residents are also able to prepare their own meals in

their apartment kitchens.

In addition to the comfortable quarters, Vinson Hall has a library, chapel, beauty parlor, lounges, laundry rooms, a craft studio and hobby shop. There is also a MARS radio shack on the premises for amateur radio enthusiasts. And, for those with an itchy "green thumb," space is set aside on the grounds for private gardens.

The hall has a large and well-equipped sick bay with treatment, examination and physical therapy rooms. A nurse is on duty 24 hours a day and a physician holds a daily sick call. Free bus service to Bethesda Naval Hospital is also provided.

A fund drive is under way to raise money for an on-site, extended-care facility for those residents who require health and physical services beyond the capability of the staff and facilities of the Hall. This addition, to be called the Vinson Pavilion, will be a 100-bed, assisted-care unit located on 4.28 acres of land immedi-

ately adjacent to Vinson Hall.

There is convenient public transportation to many attractions, especially in the Washington, D.C. area.

But R & R doesn't have to be away from the hall, as there is plenty to do right on the premises. Bridge, bingo, poker and Friday night movies provide light diversion for some, while others may look forward to monthly lectures on various topics of interest. The craft studio and hobby shop also provide pleasure for artisans and do-it-yourselfers. Yet, the residents are by no means pressured into staying busy. Their time is their own and they are completely independent and can come and go as they please.

As one resident summed up the Carl Vinson Hall lifestyle, "We're all on a cruise here — either rest or recreation — and the sailing is fine." □

This story was compiled from printed information obtained from both the U.S. Naval Home and Carl Vinson Hall. JO2 Mike McKinley contributed to this story.

Eligibility requirements

U.S. Naval Home: The U.S. Naval Home is open to any officer or enlisted person, male or female, who has served honorably in the U.S. Navy, Marine Corps or Coast Guard, who is receiving retired pay or, generally speaking, has served in period of war or armed conflict. Applicants must be unable to support themselves by manual labor but still be ambulatory and in good physical and mental health, and able to care for themselves and their rooms.

Married couples are accepted as residents of the Naval Home. However, the Naval Home does not have quarters for joint occupancy. The husband, therefore, is assigned to a room in the men's section of the Home and the wife

to a room in the women's section.

There are no entry fees or charges for residents in the Home since it is an independent agency of the federal government whose annual expenses are part of the Navy's budget. Therefore, all residents receive room and board, laundry service, haircuts, use of the pool and other recreational areas.

For more detailed information about the U.S. Naval Home and admission procedures, write to: U.S. Naval Home, 1800 East Beach Drive, Gulfport, Miss. 39507-1597.

Carl Vinson Hall: Retired officers of the U.S. Navy, Marine Corps or Coast Guard, their spouses, or close dependents, are

eligible for admission to Vinson Hall, providing they are in reasonably good health.

The Hall is supported by a private foundation at no cost to the government. Thus, entry fees and monthly service charges must be paid by residents. However, financial assistance is available to widows and widowers and a resident may remain at the Hall even after the point he or she becomes unable to pay the monthly service charge.

For more detailed information about Carl Vinson Hall, application procedures and fees, write to:

General Manager,
Carl Vinson Hall,
6251 Old Dominion Drive,
McLean, Va. 22101. □

Team Spirit '88

Exercise highlights teamwork

Story by JO1 Patrick E. Winter
Photos by PHC Chet King

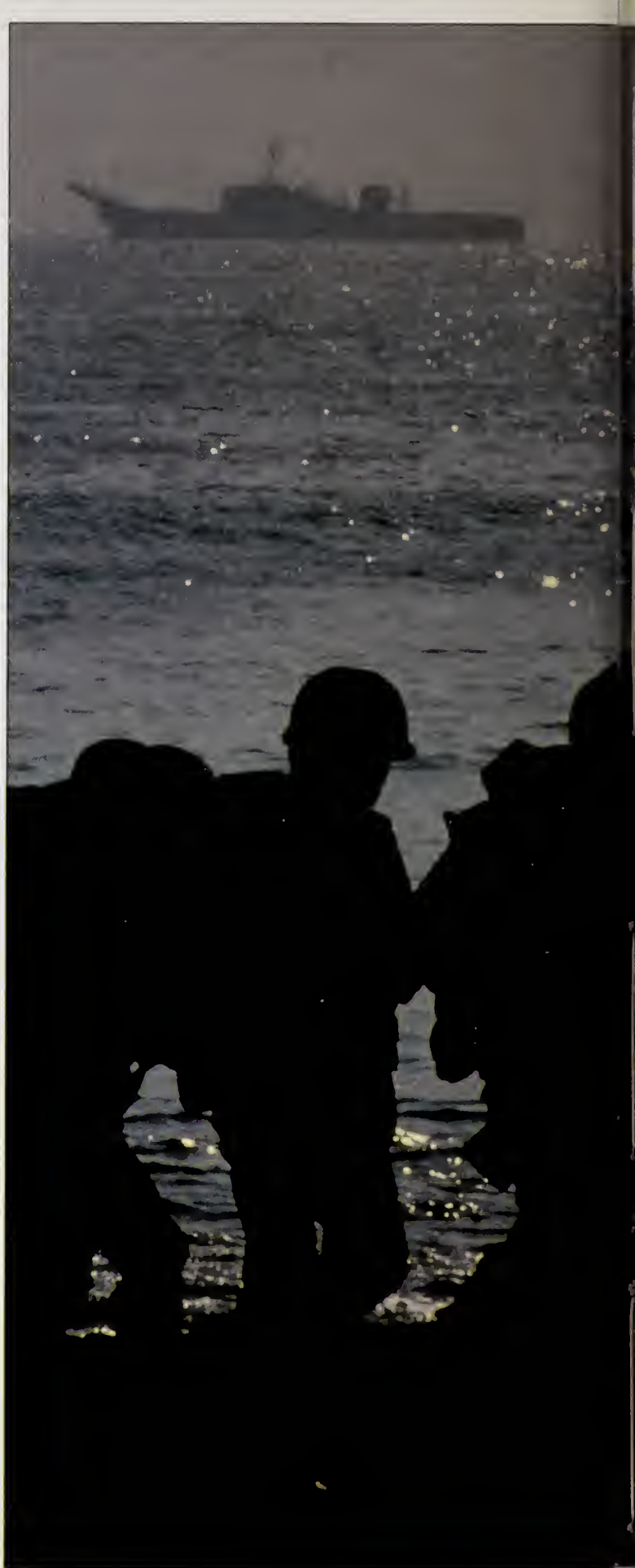
"We worked well together right from the beginning," Chief Aviation Boatswain's Mate (Handler) Lawrence MacKenzie said of the Marines who teamed with his flight deck crew. They were aboard USS *Peleliu* (LHA 5) during *Team Spirit '88* exercises held this spring in the Republic of Korea.

"This was the first time I've had the opportunity to work with Marines," said MacKenzie, a flight deck chief, "and they were super. We got together and stressed the concept of a Navy-Marine team. We also emphasized the importance of flight deck safety to the Marines, since most of them had never worked on a flight deck before. They, in turn, showed us the safety aspects of their aircraft."

This was the type of teamwork that made the difference for the more than 28,000 U.S. sailors and Marines assigned to U.S. 7th Fleet forces participating in *Team Spirit*, one of the largest military exercises in history, with combined military forces of the United States and Republic of Korea numbering more than 200,000.

The goal of *Team Spirit* was to demonstrate the re-

ROK Marines come ashore during the combined amphibious assault with U.S. Marines at Tok Sok Ri.







solve of both countries to deter aggression by training in the reinforcement and defense of the Republic of Korea. The exercise tested the capabilities of sailors, Marines, airmen and soldiers, both American and Korean, to work together to prevent a recurrence of the bloody conflict that raged through the South Korean peninsula 35 years ago.

The focus of *Team Spirit* for the U.S. Navy and Marine Corps was the amphibious land assault — getting Marines, weapons and equipment ashore safely, efficiently and on time.

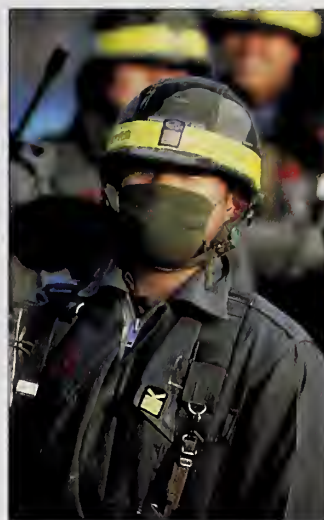
Aboard the 7th Fleet flagship, USS *Blue Ridge* (LCC 19), the intricate planning required was carried out. It was also where the combined-forces aspect of *Team Spirit* took shape. Both U.S. and Korean staffs coordinated the landing operations during D-Day and the initial thrust inland.

Several days later, command of the fleet landing force and the Marine Expeditionary Force transferred its head-

quarters inland. Naval forces continued to control the vital missions of logistics, naval gunfire support and carrier air support at sea.

Sailors and Marines of Amphibious Ready Group Alpha were tasked with carrying out the landing and helicopter assault operations from the amphibious assault ship *Peleliu*; amphibious transport dock ships USS *Juneau* (LPD 10) and USS *Dubuque* (LPD 8); amphibious dock landing ships USS *Alamo* (LSD 33) and USS *Fort Fisher* (LSD 40); tank landing ships USS *Bristol County* (LST 1198) and USS *San Bernardino* (LST 1189); and the amphibious cargo ship USS *Saint Louis* (LKA 116). The men pulled everything together to make the pre-dawn landing at Tok Sok Ri a success.

This was also the first *Team Spirit* appearance for the new landing craft air-cushioned vehicle. The LCAC delivered tanks and heavy equipment ashore, while Marines drove their tracked amphibious assault vehicles to the beach in several waves.



Offloading vehicles at Pohang (preceding page). A U.S. Marine and Republic of Korea soldier (far left) compare weapons. An ROK Marine (left) wears a face mask to prevent spreading cold germs. Such masks are often considered common courtesy in the Far East. U.S. Marines (below) scramble out of helos during an assault as other helos (bottom left) head back to USS *Peleliu* to pick up more Marines.



A Navy beachmaster unit drove lighter amphibious resupply cargo vehicles ashore and set up operations for the utility landing craft and tank landing ship offloadings. Korean LSTs offloaded tanks, trucks and troops.

Twenty-two ships, including the aircraft carrier USS *Midway* (CV 41) and its destroyer and frigate escort ships, provided an important multilayered defense for the amphibious assault in *Team Spirit*. The addition of a carrier battle group provided a protective envelope toward the sea, while F/A-18 and A-6 aircraft flew simulated air strikes at the beachhead and further inland.

In addition to the strike aircraft from *Midway*, Marine Corps and Air Force aircraft also flew numerous air support sorties.

Once the landing had begun, the delivery of support equipment to the beach went on for days. U.S. Navy beachmasters and their ROK counterparts directed the vehicular traffic coming off the amphibious craft ashore, while CH-46 *Chinook* and CH-53 *Super Stallion* heli-

copters brought more men and vehicles ashore.

Additional supplies and equipment were brought in by the ships of Maritime Prepositioning Ship Squadron 3. The MPS ships, part of the Military Sealift Command, carry the large quantities of equipment needed to sustain the operations in the field.

The "aggressor" ground forces were from 2nd Marine Battalion/2nd Regiment deployed to Okinawa, Japan, from Camp Lejeune, N.C. Air opposition was provided by Fleet Composite Squadron 5 from Cubi Point Naval Air Station, Republic of the Philippines. Their roles as the "bad guys" in the exercise provided a highly realistic tactical opponent for the onslaught of advancing Marines.

Teamwork — it paid off for everyone. □

Winter and King are assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Juneau shows spirit

Story and photos by JO1 Patrick E. Winter

Each year, *Team Spirit* provides the United States and Republic of Korea the opportunity to train together, combining operations on land, sea and in the air. The success of *Team Spirit '88* depended on important variables — men, machinery, resources and organization.

Getting men ashore is the mission of USS *Juneau* (LPD 10). The ship is a multifaceted amphibious transport ship. The 569-foot vessel has a large well deck that holds 13 Marine Corps tracked vehicles and several lighter amphibious resupply cargo vehicles.

It also carries the new landing craft air cushion vehicle. "Since the ship's well deck was modified, we can accommodate the LCAC," said Lt. Cmdr. Charles F. Webber, *Juneau's* XO.

Juneau's flight deck was also the temporary home for four CH-53D Marine Corps helicopters, plus *Cobra* helos. The ship's boat skids carried two *Seafox* boats and two landing craft for vehicles and personnel.

While the well and flight decks were filled with equipment, the living spaces were filled, too. Normally manned with just under 400 crew members, *Juneau's* complement swelled to more than 1,100 men. Each day, 120 loaves of bread, 2,160 eggs, 132 gallons of milk, 120 pounds of lettuce, 120 pounds of sugar and 20 pounds of coffee were used to feed the men. For the typical evening meal's main course, the galley crew served up 560 pounds of chicken, or 800 pounds of spareribs.

"To keep up with the demand, we used three galley crews working shifts around the clock," said Lt. D.R. Dugan, *Juneau's* food service officer. Dugan has a crew of 14 Navy mess management specialists and 21 mess deck workers to serve the ship's crew. During *Team Spirit*, the Marines beefed up the galley with seven more cooks, two bakers and 33 mess cooks.

Marine cooks had to adjust to working in the cramped spaces aboard ship. "Our bakery at headquarters is as big as the mess decks on the ship," said Lance Cpl. Raymond Davey, stationed at 3rd Battalion Headquarters, Okinawa, Japan. "Everything is more compact on board the ship." *Juneau's* bake shop



AN Dennis Lambertson (left) and ABH1 Dean Honeycutt test their communications gear during *Team Spirit '88*.



A flight deck crew (left) readies a helo for take-off. A Marine cook (below left) helps prepare chow. A watchstander (below) wears a mask against the cold wind.



is little more than 10 feet by 15 feet.

"It's hard to make cakes and puddings," he said. "The rocking motion can cause a cake to fall. I guess that's why the Navy bakes a lot of cinnamon rolls."

In the age of information, a fighting force of Marines and sailors needs computers, typewriters and office space to do the paper work — an inescapable fact of military life.

"We're used to having Marines and other groups embarked aboard *Juneau*," said Chief Petty Officer Harley Felch. "We make room in our offices for their admin personnel to use our equipment and computers so they can keep up with their paper work. We're here to help."

"The ship is designed to carry close to 1,200 men," said the XO. "The challenge is to make everything run smoothly."

Despite the population tripling

aboard *Juneau*, the ship was running smoothly. There was still hot water in the showers and the galley didn't run out of food. General quarters drills brought the daily routine to an abrupt halt at the most unexpected times. Marines ducked out of passageways as sailors charged to GQ stations.

Juneau repair parties practiced pipe patching, bulkhead shoring and firefighting. The Marines took part in the training, joining in firefighting drills, donning oxygen breathing apparatus and attending damage control lectures. In the event of an emergency, the entire crew, sailors and Marines, was ready to put out a fire or control any flooding of the ship.

"Safety is of paramount importance in all operations," said Master Chief Electronics Technician (SW) Larry Wilson, *Juneau's* command

master chief, "whether it's routine transits, unrepes, beach landing exercises or flight operations."

When D-day was moved up 48 hours, the *Juneau* crew and the rest of Amphibious Ready Group Alpha was fully prepared to meet the challenge.

"The amphibious landing went off without a hitch," said Vice Adm. Paul D. Miller, Commander 7th Fleet. "When weather forecasters predicted some bad weather approaching, we took full advantage of the good weather we had and moved the landing up 48 hours. I think it demonstrated the preparedness of the sailors and Marines to execute such a large operation on short notice." □

Winter is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Single parents

Navy single parents talk about parenting alone—the problems and some solutions.

Story by JO1 Melissa Lefler

It didn't take 12-year-old Heather Christensen long to sum up her first impression of her new home. Substandard Navy housing was all her mother, an E-2, qualified for.

"Gross," Heather said, looking at the rusty backyard stair railings, the chipped paint and the leaking faucets. She remembered her family's previous home in Dallas, where they lived in a brand-new apartment complex with a swimming pool, clubhouse, jacuzzi and gym.

But Seaman Apprentice Lorraine Christensen, Heather's mom, viewed those Navy quarters as the solution to a problem. The Christensens — Lorraine, Heather, Nicole, 9, and Kyle, 16 months — were about out of money, with no place to live.

Christensen became an active duty Navy single parent after her husband filed for divorce while she was in mess management specialist "A" school last summer.

She soon learned how tough uprooting her family was going to be. After reporting for duty in Norfolk in December, she ran through three months of advance pay.

"We stayed in the Navy Lodge for 30 days, looking for housing, and that exhausted my money," Chris-

tensen said. "I was just about to sign a lease on a two-bedroom town house for \$500 a month. I couldn't afford the rent, but it was all I could find. Someone suggested I check with the Navy housing office. I thought I was too junior to qualify for anything they had, but they had a four-bedroom apartment available for us to move into right away."

"Like Christensen, many Navy people who need help and resources do not know about all of their benefits and where to go find the answers to their questions," said Adriana Kuhn, chief of services at the Norfolk Naval Base Family Services Center. "Single parents are especially vulnerable, because there are not two adults in the family to share the financial and emotional responsibilities."

Changing times and statistics

Kuhn attributes military leaderships' increasing concern about single parents' issues to the need to retain people for the all-volunteer armed forces, and to the fact that increasing numbers of people are choosing the military as a career.

"Before the all-volunteer force came about, most of the people in

the services were draftees who didn't marry, and didn't become career soldiers or sailors," Kuhn said.

"Once those statistics change, and you rely on retaining volunteers, you have to deal with the fact that most people will choose to marry and have children during a 20-year military career. The national divorce rate has been steady at 50 percent for the past 20 years," Kuhn pointed out. "If you have more married people with children on active duty, you also have more single parents — the services have recognized this."

Kuhn emphasized however that combining single parenthood with a Navy career is not a "female" problem. Norfolk's FSC chief of services also pointed out that 80 percent of the single parents she talks to at Norfolk's FSC are men.

San Diego area FSCs document this also — for example, the Naval Air Station North Island single parent support groups are all male. In fact, of the Navy's estimated 11,000 single parents, 65 percent are men.

"Increasingly, men are realizing that maybe they can be single parents and remain on active duty," Kuhn said. "Perhaps this is because men's attitudes have changed about becoming involved with their chil-

dren, and also perhaps it's because they see the women doing it. Ten years ago, you almost never saw this. If a wife died or left, he just got out of the service, or gave the children to a relative to rear."

Child care is the No. 1 concern

As the number of single parents in the Navy increases, more family service programs, like counseling, single parent workshops and child care referral services, have been developed.

The number one concern of military single parents is finding good-quality child care that the family can afford, say family service center offi-

cials, command master chiefs and single parents themselves.

"There are a lot of people out there who want to make money babysitting, but there are not a lot who are good babysitters," said Ens. Catherine Brooks. Brooks is a limited duty officer stationed aboard a ship and is the single parent of two daughters.

"There are no standards for choosing a sitter," Brooks said. "Someone advertises, you call her up, you think, 'This person sounds nice.' Maybe you check a couple of references, then you leave your kids there.

"It could be months before you decide this person really isn't good for your child, and the wrong babysitter

can do an amazing amount of emotional damage to your child in that time."

Now on sea duty, Brooks solved her child care problems by convincing her sister to live with her. But it wasn't easy, she said, to swallow her pride and ask her family for help.

Even checking references and licenses doesn't guarantee quality child care, as Journalist 2nd Class Gwendolyn Jackson of the Navy Public Affairs Center in San Diego discovered.

"When I first arrived in San Diego, I had decided to leave my four-month-old daughter with a licensed babysitter I found through a community services listing. I had never met the woman, but I called her and told her I would bring Tiphany over the next day at 7 a.m.

"I got there and the house was filthy. As I was talking to the babysitter, I watched a cockroach crawl by. I almost cried. I felt I had no choice but to leave my daughter there, because I had to be at work in half an hour."

Nancy Scott, Norfolk FSC child care referral specialist, recalled when one desperate single parent arrived at family services at 7:30 a.m. "She had her child in tow, and said, 'I am UA and I don't have anyone to watch my child.' I told that person to call the command. I recommend that anyone with an emergency call their command first.

"Do the commands get involved? Well, I have had a chief petty officer sitting across from me in one chair, and a seaman in another chair, and had the chief tell me, 'He [the seaman] needs child care right now' — this is how involved some commands get."

People with other types of child-care emergencies have found help at



Photo by JO1 Melissa Leifer

MS3 Lorraine Christensen wipes popsicle juice from son Kyles' hand.

Single parents

the Norfolk FSC, Scott said. A single parent once called the center at midnight from the hospital, needing someone to pick up her child because the single parent had been admitted. Another called at 6 a.m. needing child care in two hours, Scott said, adding that Norfolk FSC answers its phone around the clock.

Scott maintains a current list of Navy-certified home care providers who live on the bases in the Norfolk area. Some certified care givers provide extended home care during TAD, on duty nights, weekends and during long deployments at sea. She also has contacts at community day care centers.

FSCs in San Diego give single parents access to a countywide listing of licensed child care providers. But despite getting a listing of local babysitters, Sonar Technician 1st Class William J. Dunbar said trying to find a babysitter that could accommodate his work schedule was difficult.

"At the school, we run three shifts, from 5 a.m. to noon, noon to 7 p.m., and 7 p.m. to 2 a.m.," explained Dunbar, an instructor at the Anti-Submarine Warfare Training Center in San Diego and father to Destinee, 5. "As a single parent, I am stuck on the noon to seven shift because it's hard to find a babysitter who will get up at 4:30 a.m., or one who will stay up until after 2 a.m."

Single parents help each other

Single parent Navy men and women have begun to look to each other for help in finding solutions to child care problems.

Aboard the submarine tender USS *Hunley* (AS 31), homeported in Norfolk, some single parents have worked out reciprocal child care for duty nights to defray babysitting expenses, said Lt. Cmdr. John Diaz, *Hunley's* chaplain. Diaz set up a workshop on the ship for single parents to help get them started.

Capt. Richard N. Lee, the CO of USS *Dixon* (AS 37) in San Diego, initiated a shipboard support group after working with a number of single parents. "I had been spending from six to nine o'clock at night dealing with some heartbreaking situations," Lee said. "And I had just finished interviewing a parent who had refused to sign the dependency certification form." Refusal to complete the form, providing a complete child care plan for children, can result in discharge from the service, since the Navy knows it may not be able to rely on sailors who don't have reliable child care.

"A chief petty officer was taking a newly arrived second class petty officer around for a tour," Lee continued. "I asked her if she was a single parent. She said yes, she had been widowed when she was nine months pregnant two years before. I talked to her for 45 minutes. The next day, I set up the single parent support group with the chaplain."

The first meeting aboard *Dixon* drew 25 crew members, from E-2s to E-9s. They described their family situations and their most immediate difficulties. Some child care problems were solved at the meeting when people in different duty sections agreed to watch each other's children on duty nights. Some parents also volunteered their phone numbers to the chaplain for referrals in case of short-fuse problems with child care.

Whose responsibility?

Just how far the Navy should go in providing child care is a matter of debate.

"If the Navy is going to allow single parents to remain on active duty, and say they must meet operational commitments, then the Navy has a responsibility to make sure these people have the resources they need," Diaz said. "Certainly, at a

base as large as Norfolk, I believe that the child care center should extend its hours to evenings and weekends, so people could stand duty — even to 24 hours, so people could stand overnight duty."

Disbursing Clerk 1st Class Dorine Favara disagrees that the Navy must help parents find child care. A detailer at the Naval Military Personnel Command in Washington, D.C., she is a single parent with three children, ages 7, 6 and 3. She says it is not the Navy's responsibility to find adequate day care for her children.

"It would be nice if they offered more day care, but I'm not going to say it is their responsibility to take care of it for me," Favara said.

However, those responsibilities grow more burdensome when unpredictable sea duty schedules offer challenges to single parents that shore duty does not.

"When we are tied to the pier, many days we work until 'TC' [task completion]," said Chaplain Diaz. "But if someone comes to us and says he has to go, the sitter won't watch the kids late that night, what can we do? We let him go. His shipmates have to carry an extra share of the load. Most of the time the single parent is a good sailor, and feels guilty. Everyone loses."

The stress of balancing a demanding job schedule with child rearing has forced about one third of the 30 people who attended the *Hunley* workshop in January to request to get off the ship, either through hard-ship transfers, or in some cases, administrative discharges.

One *Hunley* sailor who is determined to stick it out five more years, until retirement, is Hull Maintenance Technician 1st Class Bruce Hall, supervisor of the sheet metal shop. Hall supports a son, 7, and a daughter, 5, and must take them to a sitter at 5 a.m., returning many nights as late as 9 or 10 p.m.

"The command understands to a



YNC Nancy Gomez helps daughter Anita dress for preschool graduation exercises.

ing me, too, saying I will make E-5 in no time."

Ens. Brooks, who was a senior chief petty officer before making LDO, experienced a different reaction when she reported to her ship, even though her Navy record, she thought, spoke for itself.

Brooks decided to work 14- or 15-hour days to prove she could pull her share of the load, even working through a duty day when her youngest daughter, who has spina bifida, was admitted to the hospital for an operation.

"They told me I could go, but I said, 'No, I have duty. I am staying.' Looking back, I wouldn't make that decision again. It wasn't a good solution, because I was under a terrible amount of stress, trying to prove I was good at my job. What suffered was my home life. Stephanie had been sick, and I had been taking her to the emergency room well after midnight. I was so tired by the time I got to work — there is a point when you become counterproductive."

Brooks eventually established her credibility with the command, at one point being told that she had become "too valuable" to be transferred. But that credibility came at a high price.

"I was bitter for a long time," Brooks said, "because I resented the fact that some people felt I was incapable of dealing with being a single parent *and* being on a ship."

She also carries a burden of guilt, because like many single parents both in and out of the military, Brooks sometimes feels that everyone is being cheated.

"It is hard when you have this burning desire to be at work, and you want to work 12, 13 or 14 hours a day, and then you come home and the kids cry and whine because they

point, and the babysitter understands to a point," Hall said. "I survive with the situation from day to day, and I feel like I am living on the edge all the time."

Personnelman 1st Class Cynthia LaCoste, a single mother of two who is assigned to *Dixon*, is able to rely on her ex-husband, who lives nearby, to help out when the ship goes to sea. But she sees how other single parents struggle. "Not all single parents on the ship have someone close by who can watch their children during all these short cruises. I don't know which way is right," LaCoste said. "I've heard people say the ship should leave them behind because they're single parents, but I feel the rest of the crew has just as much right to be on the

stay-behind crew that repairs subs while we're out."

Command reactions

"I thought when my new command found out I was a single parent, E-2 with three kids, they would tell me to get out," Christensen said. Instead, she was surprised to discover, her commanding officer sped up the paper work for her promotion. Christensen, who works in the enlisted galley, earned a promotion to E-4 by graduating at the top of her mess management specialist "A" school class.

"The CO told me that I was in the best place I could possibly be, in the Navy and in Norfolk. The command career counselor is always encourag-

Photo by PHAA A. J. Norris

Single parents

expect a couple of hours of your time, too," Brooks said.

Aboard *Dixon* LaCoste deals with that pressure, too. "One of my biggest problems is the delicate balance between what I give the Navy and what I give my children," she said. "Sometimes the scale tips to one side or the other. Sometimes I don't feel like I'm giving the Navy as much as I'm giving my children, and sometimes I feel like my children are being ignored."

A need for emotional support

Family service counselors say it is common to see cases where guilt, coupled with parental responsibility, make it hard to cope. A single parent doesn't have a partner to offer emotional support. However, Scott at Norfolk's FSC said that single parents are usually resilient and often creative at finding solutions to anxiety and stress.

"Military single parents always seem to find each other," Scott said. One segment of the Norfolk FSC's eight-week single parent workshop deals with emotional needs. Diaz and Brooks both noted that, on their respective ships, the workshops often turn into support groups after the official seminar is over.

"If someone is having a bad day, he or she can talk to someone else who isn't, but who really understands," Diaz said of *Hunley's* support group.

Lt. Jeff Deitz, of Naval Communications Area Master Station Atlantic, Norfolk, elected to attend the single parent workshop at his command because he thought he could learn to communicate better with his son Jason, 12. Neither Deitz, nor Chief Yeoman Nancy Gomez, who enrolled in the FSC Norfolk program, with daughter Anita, 5, say they are experiencing financial, child care or work difficulties as single parents, yet both wanted to reach out to other single parents.



Photo by JO1 Melissa Leller

Lt. Jeff Deitz (left) and his son Jason work out at Langley AFB gym.

"I know there will be problems and pitfalls raising Jason and I want to do it right," Deitz said, who recently received custody of Jason. "I know I don't have all the answers and the seminar seemed to be the right thing to do. I thought I could contribute, too."

Gomez, who works for Helicopter Anti-Submarine Squadron Light 30, said she finds that junior people who are single parents in her command look up to her as a role model and come to her for advice. "I send them to family services, most of the time," she said. "They are the people who have the answers, or at least know where you can find an answer."

Sometimes the psychological hardship leads to depression and it becomes more than a support group can handle. Yeoman 3rd Class Johnell Spikes, 24, knows how that feels. Spikes lives in a small off-base apartment with daughter LaQuinta, 2, whom he has cared for since she

was just a few months old.

Spikes works with Gomez, and came to the squadron when he was released from shipboard duty for humanitarian reasons while fighting for custody of his daughter.

"I was introduced to the FSC by Chief Gomez. She took a special interest in my situation," Spikes said. "She told me about the social services there. I used their referral to find my babysitter. I found someone really great. She picks my daughter up on weekends if I need time to myself and doesn't even charge me anything. For Easter, she took the babysitting money and bought LaQuinta an outfit."

Generous babysitters notwithstanding, finances are tight for Spikes, especially when he runs up big phone bills talking to his mother long distance.

"My mother finally said, 'Son, I can only do so much for you. I am not saying you are crazy, but I think you should seek professional help.

Everyone needs someone to talk to, and a professional counselor can help you in raising LaQuinta,'" Spikes recalled. He now sees a team of Navy counselors, a psychiatrist and a social worker.

"I was embarrassed to admit I had problems at first. I had to get past that. It was one of those growing stages," he said. "When I leave the counseling session, I feel relieved. I find answers, I can do things. I didn't want to bring LaQuinta up the wrong way. I wanted to make sure I was stable, that it didn't just *seem* right, it *was* right."

Psychological counseling is also available for children when they have trouble adjusting after a divorce, death or separation. Hall, aboard *Hunley*, began using these services when his seven-year-old began to have nightmares.

"The boy still has the fear that I am going to leave him, since his mother left," Hall said. "He comes in my room in the middle of the night, looking for me."

Hall said that he has taken his son to a counselor for the past 18 months and that military benefits have covered about 90 percent of his costs.

Money, isn't everything, but...

Although *Hunley* has a less demanding deployment schedule than some other types of ships, Hall still has to plan for the extra expense of future separations.

Finances are tight for Hall because he must save for child care costs while he is deployed.

"I have learned how to shop. I don't buy new clothes for the kids or myself — we go to the thrift shop. And I buy 99 percent of my groceries at the commissary," Hall said.

Money is also the worst difficulty for Christensen. Even with her promotion to E-4, and a refund of 25 percent of the basic allowance for quarters because she lives in sub-

standard Navy housing, she found herself recently with \$5 in her checking account, and nothing to feed the kids.

"They had eaten everything, even down to the last cracker," Christensen said. "I was waiting for child support from my husband. Even with Heather watching Kyle sometimes, my babysitter takes \$125 to \$160 each payday — about half my check. I am paying back my advance pay and a loan from Navy Relief."

Ashamed to go back to Navy Relief again after "blowing \$20 on a pizza for the kids" a week before, Christensen took out a loan at 30 percent interest from a finance company. "They said, 'sure, no problem, just put up your car for collateral,'" Christensen said. "So I did."

Financial concerns sometimes trouble senior-ranking single parents, although they say they are doing fairly well overall.

"You don't go from two incomes to one, without feeling the financial stress," Brooks said, who has paid as much as \$500 over three months for her portion of Stephanie's medical bills. "You could say, that I can't afford to get out of the Navy because of the medical benefits alone. When Stephanie was hospitalized for her operation, it was about \$15,000."

Deitz feels the stress, too — he pays to run two households. He and Jason set up housekeeping in an apartment, without cutting back on his ex-wife's alimony or child support for their other three children. Now, Deitz trims expenses he did not need to worry about when he lived in bachelor officer quarters in Norfolk. He eats at home most of the time, and he and Jason use the Langley Air Force Base gym two nights a week, instead of going to a popular health club nearby. This gives Deitz and Jason time together — they work on Jason's weight problem and it helps Deitz keep in shape, too.

"The base gym has the same

equipment as the health club, along with a sauna, steam room and pool, and it's free," Deitz said.

Benefits for single parents

Why do these people keep fighting this battle, instead of giving up?

Kuhn supposes that the senior-ranking single parents stay because they are not about to give up the time they have invested unless they absolutely have to. She believes the junior single parents try to make it because of the financial security, if they like their jobs and the Navy.

Women who are single parents often find they can't match the upward mobility outside the military.

"The men who are single parents are more likely to get out, believing they can get a comparable job on the outside," said a senior petty officer in Norfolk. "The women are afraid they will be back where they started, frying burgers for the minimum wage — or worse, on welfare."

Christensen agrees. "In 'A' school, when I got the divorce papers, I cried a lot," she said. "The chaplain there advised me to get a discharge and to go back and work on my marriage."

"But I knew my husband didn't want me back, and how was I going to support three kids? Go back to being a bank teller at \$11,000 a year, just scraping by and no medical coverage to speak of, and no chance of advancement, ever? I think I can do better in the Navy. I am planning to go to sea eventually. I think with my family's help, I can work it all out."

Heather Christensen has ideas about the future, too.

"I wish we could have a nice house again, and I wish we could go overseas, maybe Greece."

Her mother answers, "It's on my 'dream sheet.'"☐

Lefler is assigned to NIRA Det. 4 in Norfolk. JO1 David Masci contributed to this story.

A guide for single parents

Navy programs and regs that can help

Stories by JOC Robin Barnette

Knowing what assistance the Navy offers and understanding the "rules of the game" can help you cope more effectively with the challenges of single parenthood. The following two stories provide some basic information to get you started.

Easing the strain

Navy single parents have more help available to them than ever before, because of Family Service Center programs and expanding child care options.

"We have three core functions," said Meg Falk, head of Family Service's Navy Family Support Program, headquartered in Washington, D.C. "The first is information and referral, the second is education and the third is short-term counseling. All three of these functions can help single parents."

Information and referral can provide listings of licensed day care providers or referrals to resources in the local off-base community.

Many different classes are offered by FSCs that can help single parents learn to deal more effectively with their situations. Classes include parenting skills, stress management, communication, financial management, how to cope with latchkey

child situations, and even what to look for when arranging for day care.

Counseling can be a real help to single parents, according to Falk. "Say you're a single parent with two children, money is short and the watches long — you're having life coping problems. You need a little one-on-one counseling," she said. "We've found that people like this can learn to deal with those problems in a few counseling sessions."

"We are not there to 'fix people,'" she said. "We're there to help people fix themselves, empower them to solve their own problems. It's only when people get the right information and enhance their skills that they feel they have control over their own lives. That's what FSCs are all about — empowering people."

FSCs are also ready and willing to help single parents form support groups. "Let's say a group wants to get together for mutual support," said Falk. "FSC helps them make it happen, but the parents have the ownership." An FSC may be able to provide such help as publicity, meeting space, or a group facilitator. But the success of the group depends on the commitment of the single parents involved.

In addition to FSC help, single parents can get assistance from Navy Relief, including financial counseling and layettes for newborns. Chaplains, command ombudsmen, and

community resources off base can also help single parents.

Child care is always a big concern — and often a big headache — for single parents. The capacity of Navy-operated child care facilities is inadequate for the number of children eligible to use them.

"Space for child care is a key problem," said Carolee Callen, head of the Navy's Child Development Services. The branch is part of morale, welfare and recreation department under the Naval Military Personnel Command. "We have 112 child care centers at 88 commands, but there is a desperate need to at least double our capacity."

Because money is tight for child care center construction projects, the Navy is looking for other ways to help parents. Callen said she is looking into the possibilities of leasing facilities to use as temporary child care centers. Help may also come from Congress — legislation is being developed that would allow service members to deduct money for child care from their pay *before* taxes. But the best answer so far to the child care crunch is the Family Home Care program.

Under FHC, spouses can care for children of Navy personnel in their government quarters. FHC is in operation at 29 commands stateside and overseas. To open their homes for day care, people must complete

training that includes CPR instruction. Child care providers under the FHC program must purchase insurance. Insurance is available through NMPC at a nominal fee. A professional monitor ensures that the child care offered is of the highest quality by providing training, screening and background checks, and monthly visits to FHC homes.

The demands of the Navy lifestyle makes single parenthood rough. But by taking full advantage of the resources available, single parents can make their lives, and their children's lives, more rewarding and less stressful. The key is taking responsibility and getting control of the situation.

"I can't emphasize enough that they'll feel a lot better about themselves," said Family Service's Falk. "It will build their self-esteem to know, 'I am in charge. I have control. I know I have a lot of stresses — this is reality — but I can handle it.'" □

The Navy requirements

Compared to the total Navy population of 593,000, single parents are decidedly in the minority. An estimated 11,000 single parents — single adults with physical custody of one or more children — serve in the Navy today. The majority of single parents are men, numbering approximately 7,000. About 4,000 of Navy single parents are women.

Single parenthood in the Navy isn't easy, but an understanding of Navy policy can help a single parent's naval career run more smoothly.

This is the bottom line: Single parents are fully responsible for care of their children *and* their on-the-job requirements.

MilPersMan article 3810190 outlines the dependent care policy. It tells what information must be on a Navy dependent care certificate

which is required to be in a single parent's service record.

According to the MilPersMan, at each new command single parents (and others to whom it applies, such as military couples with children) must provide a plan for dependent care arrangements. The plan has to include such details as who will provide care for children during normal duty hours, TADs and deployments; a will with guardianship provisions; and a power of attorney authorizing medical care, as well as other information.

Although failure to comply with the MilPers article can result in a discharge from the Navy, the best reason to complete a dependent care certificate is that it protects a single parent's child. The reality of Navy life is that a sailor can be deployed or sent TAD anytime. If it happens, the arrangements in the certificate will enable single parents to leave their children behind on short notice with some peace of mind.

Of course, a single parent reporting to a duty station for the first time, or a sailor who has just become a single parent, may need time to make the arrangements required. The instruction allows COs to give single parents extra time to put together a dependent care plan, but the deferment cannot be more than 60 days.

Although DoD policy does not allow an ID card to be issued to children under age 10, an exception is made for single parents whose duties require TADs or deployments for more than 30 days at a time. Any child *over* 10 must have a valid ID card.

To get medical care, registration in the Defense Enrollment Eligibility Reporting System is, of course, always essential.

It's important, too, for single parents to keep the Page 2s in their service records up to date. In the event of an emergency — death of the parent, for example — this information

could make a big difference in proving eligibility for survivor benefits and insurance.

In terms of duty, single parents can be assigned anywhere — ship or shore, stateside or overseas. That's not to say that a detailer won't take into account special needs. "We will try to extend single parents if they need it," said Disbursing Clerk 1st Class Dorine Favara, a DK detailer. "And that applies not just to single parents but to anyone who can't transfer because of a special situation with a child." Extensions can't be unlimited, of course. If the situation can't be resolved during the extension, a humanitarian transfer or discharge may be the only answer.

If the child of a single parent needs special health care or education, the detailer should be informed. The parent should fill out a duty preference card and use the remarks section to explain the circumstances. It's a good idea to follow up a "dream sheet" with a phone call to discuss special needs with the detailer.

The parent of a special child should also consider participation in the exceptional family member program, outlined in NavOp 98/87. See your personnel officer for details.

Single parents are evaluated for overseas assignments in the same way as other Navy members. They are eligible for both accompanied and unaccompanied tours. The main thing for single parents to keep in mind is that they can't expect preferential treatment from detailers, but *can* expect cooperation.

Some people worry that their status as single parents may hurt their Navy careers, but this is simply not true. As long as a parent keeps an up-to-date dependent care plan in his or her record, there are no limits to what a Navy single parent can achieve. □

Barnette is the senior staff writer for All Hands.

Bearings

Hispanic Heritage Week set for Sept. 11-20

The Department of Defense will celebrate Hispanic Heritage Week Sept. 11-20. The theme of this year's celebration is, "Hispanic Heritage: A Legacy of Involvement."

Hispanics played a vital role in the early Navy and continue that role in the Navy of today. Adm. David Glasgow Farragut, the Navy's first Hispanic admiral, distinguished himself through repeated acts of bravery during the Civil War. While leading his forces to victory at the Battle of Mobile Bay in 1864, Adm. Farragut gave his famous order:

"Damn the torpedoes, full speed ahead!"

During the Vietnam conflict, Lt. Cmdr. Everett Alvarez, then a lieutenant junior grade, was the first American pilot to become a prisoner of war and remained the longest continuously held POW of the war.

In post-Vietnam years, Edward Hidalgo became the first Hispanic Secretary of the Navy and held the position from 1979-1980. Hidalgo was also the highest ranking Hispanic civilian to serve in DoD.

Today, three Hispanic-Americans

hold top leadership positions in the Navy: Vice Adm. Diego Hernandez, Commander, U.S. 3rd Fleet; Rear Adm. Benjamin F. Montoya, Commander, Naval Facilities Engineering Command and Chief of Civil Engineers of the Navy; and Rear Adm. Jesse J. Hernandez, Commandant, Naval District Washington, D.C. More than 25,000 Hispanics serve in the Navy today.

All Navy commands are encouraged to participate in this year's celebration marking the contribution of Hispanics to our nation. ■

Navy flag officer heads NATO force in its 20th year

The first active, multinational naval squadron ever operated in peacetime is celebrating its 20th birthday this year. NATO's Standing Naval Force Atlantic officially began its duties in January 1968.

StanNavForLant, with five to nine surface combatant ships, steams more than 50,000 miles each year and takes part in international exercises under the NATO flag.

For the first time in its history, the organization is headed by a U.S. Navy flag officer. In a recent change of command ceremony, Rear Adm. John Scott Redd relieved a Canadian Forces officer as commander. Commanders of StanNavForLant are appointed for one year terms. They are nominated by the nations permanently assigning ships to the squadron in rotation.

The squadron is versatile. In times of tension or crisis, it is immediately available for rapid deployment and a more powerful naval force can be built around the core it forms. Through its ongoing training,

NATO teamwork is improved. Because it operates continuously as a single force, it shows the solidarity and cohesiveness of the NATO alliance.

Redd's flagship is USS *Hayler* (DD 997). Each commander sails in the flagship of his own country's navy. Previous commanders have hailed from the United Kingdom, The Netherlands and the Federal Republic of Germany, as well as the United States and Canada.

A cross-training program is stressed in StanNavForLant, which is active both at sea and in port. It helps build a greater professional understanding among sailors of different countries, and also offers them a chance to get acquainted with the customs, cuisines and living standards of their counterparts on other ships.

The squadron focuses on the interoperability of its ships, regularly testing ways to improve coordination and cooperation. However, standardization of equipment among

NATO allies is a controversial subject.

Proponents of standardization maintain that it makes it easier for the units of various nations to work together. It also saves money that would be spent designing and producing several different weapons systems.

On the other hand, some StanNavForLant commanders have found the flexibility of the squadron sometimes is enhanced by lack of standardization. It complicates any opponent's problems while giving NATO commanders a variety of options that make the squadron a credible military force in nearly all environments.

But what's most important is StanNavForLant's dedication to a common purpose — 20 years of cooperation and looking forward to many more. ■

—Story by JOC Robin Barnette, All Hands.

National disaster exercise tests Naval Hospitals

Naval Hospitals in Philadelphia and Great Lakes, Ill., were put to the test in April when *April Touchdown '88* took place to test the National Disaster Medical System.

The NDMS is a comprehensive medical system that provides emergency care for mass casualties in the event of a civil disaster. The system would be activated to supplement state and local resources in instances where the severity and magnitude of a civil disaster would require addi-

tional assistance, or in the event of an overloading of the military treatment facilities.

NDMS includes medical response units for preliminary treatment and evacuation of civilian casualties, and approximately 100,000 pre-committed beds in hospitals nationwide.

As federal coordinating centers for their respective geographical areas, Naval Hospitals Great Lakes and Philadelphia tracked the type and location of bed availability for all par-

ticipating VA and civilian medical facilities, and gave reports to the Armed Services Medical Regulating Office.

Naval hospital personnel also supported the exercise by simulating injuries with theatrical make-up. Local commands provided volunteers to act as patients. ■

—Story by Lt. Liza Collins, PAO, Nav-MedCom, Northeast Region, Great Lakes, Ill.

Navy pilot completes mission in a 'heartbeat'

A Navy pilot became a relay runner in a race for life in April, in which the winner was an Illinois cardiac patient.

Cmdr. Jim Noland, executive officer of Attack Squadron 122, based at Naval Air Station Lemoore, Calif., flew non-stop from NAS Alameda, Calif., to Chicago to deliver a donor heart to Loyola University Hospital.

Flying a two-seat training version of the A-7 *Corsair II*, Noland met

officials of Oakland's Highland Hospital at NAS Alameda, to pick up the human heart.

With the heart container strapped in the aircraft's back seat, Noland then flew to Chicago's Midway airport where he was met by Loyola officials. The heart container was transferred to a commercial emergency flight helicopter and transported to the hospital.

Time was a crucial element in get-

ting the heart to Chicago because it had to be at Loyola Hospital in less than three and a half hours to be usable for transplant. Noland's flight time was two hours and 26 minutes.

Quick action and professional performances by Noland and doctors at both hospitals resulted in a successful heart transplant. ■

—Story by JO1 Linda Creesy, NAS Glenview, Ill.

Voting — it's your responsibility

American citizens have the right to choose those government officials who will serve them. We also have the duty to ensure that we participate in the democratic process. Your duty to preserve American freedoms by serving in the defense of our country is important, but your duty to vote is just as important.

Yet, sometimes making your voice heard isn't easy — the Constitution is clear on who can vote, but specific voting regulations can be complex.

Questions like, "Where do I regis-

ter?" or "How can I get an absentee ballot?" are prevalent among Navy people. These complications sometimes make it seem like it would be easier just to avoid the hassle.

Still, it is your responsibility to vote.

You are also urged to organize yourselves with the idea of getting other military people to vote. Learn the procedures for registering and the locations of voting in the primaries, as well as local, state and federal elections.

Through heightened military voter awareness, military people *are* increasing their influence at the polls. For example, in 1984, voting participation by military members and their dependents increased to its highest level — 55.3 percent.

When you vote, you participate in the process that will determine whether the military will remain strong, and whether Navy families will continue to be well cared for.

Help preserve America's freedom by casting your vote. ■

Bearings

National observance honors POWs and MIAs

National POW/MIA Recognition Day will be observed Sept. 16 throughout the United States and worldwide by U.S. service members and other concerned Americans. The focus of this special day is on Vietnam POWs and MIAs, but it also honors prisoners of war and those missing in action from other wars, and their families.

When the Paris Peace Accords were signed on Jan. 27, 1973, the Vietnamese released 591 American prisoners. However, evidence indicates that Indochinese governments have information about many others who are still missing.

Approximately 2,000 Americans remain unaccounted for, including POWs and MIAs in Vietnam and approximately 550 servicemen still missing in Laos.

One year ago, the President's spe-

cial emissary for POW/MIA affairs, retired Army Gen. John W. Vessey Jr., led a delegation to Hanoi. The group met with the Vietnamese foreign minister and came away with an agreement that Vietnam would cooperate in the effort to account for MIAs.

Vessey's meeting has produced results: the Vietnamese returned the remains of three Americans in September and five in November. What are believed to be the remains of another 44 men were returned in March and April. These remains are still being identified.

Discussions with the Vietnamese continue. Five technical-level meetings have been held in Vietnam, at which experts from both sides have exchanged information on specific details of the POW/MIA issue.

Files on 70 "discrepancy cases"

have been passed to the Vietnamese to help with the search for MIAs. These cases involve Americans known to have survived an initial incident and who came under Indochinese control.

For example, an air crew may have witnessed the downing of another aircraft, saw the pilot eject and parachute safely to the ground and then saw him led away by hostile forces. Several such cases remain unresolved.

National POW/MIA Recognition Day is an opportunity to remember and honor the many people who have suffered — the prisoners of war, those missing in action, and those described as "the real heroes" by President Ronald Reagan, the families. ■

—Story by JOC Robin Barnette, All Hands.

Manitowoc's 'French' cook adds touch of class to meals

Not very many ships in the fleet, if any, can boast of having a wardroom supervisor who's been to a French cooking school. One exception is USS *Manitowoc* (LST 1180), homeported in Little Creek, Va.

Mess Management Specialist 3rd Class Dominic Simeone attended the prestigious L.E.P. Du Golf Hotel Cooking School in Hyeres, France, for nine days last November for a brief indoctrination in French cooking and baking.

Simeone enlisted in the Navy in 1984. On board *Manitowoc*, the Pittsburgh native is assigned as wardroom supervisor, planning meals and monitoring the quality of the food served.

"This ship is lucky to have someone as talented as MS3 Simeone," said Cmdr. J.E. Schill, *Manitowoc*'s commanding officer. "He likes to add a personal touch to meal preparation."

The goal of the French cooking school is to offer complete culinary training. The school prepares many of the 18- to 21-year-old students from all over the world, for careers in the various facets of restaurant services, including bartending, table service, etiquette and, of course, cooking.

For those desiring to become official, full-fledged chefs, even the entire two-year school is only a steppingstone.

At the end of MS3 Simeone's two-week training period, the teachers and students were invited to have lunch aboard *Manitowoc*.

The French visitors were impressed with *Manitowoc*'s galley, which was much different from the kitchen they were accustomed to cooking in.

One feature the students were particularly interested in was the salad bar in *Manitowoc*'s enlisted dining facility.

Following the lunch, Cmdr. Schill and MS3 Simeone gave the teachers and students a tour of the ship. ■

—Story by Ens. S.K. Thomas, USS *Manitowoc* (LST 1180).

8

Navy Rights & Benefits



Veterans Benefits

Veterans Benefits

A wide range of services and benefits is available to help veterans — eligible military members who leave the service after retirement or after their military obligations have been met. This is a part of what you earn when you serve your country.

This edition of Rights and Benefits contains general information about medical, education and other benefits, mostly available through the Veterans Administration. For more specific information and requirements, you should call your nearest VA office, located in major cities throughout the country.

If you are an active duty service member, you can also get information on veterans benefits from your command career counselor, personnel officer or education officer.

U.S. VIP

The lack of medical coverage after a member's discharge, or dependent's loss of eligibility, is a concern of military members and their families. The Uniformed Services Voluntary Insurance Plan is designed to ease these concerns. U.S. VIP is offered by a major insurance company through an agreement with DoD at a lower cost than that charged for private commercial policies.

Service members separating from active duty have 30 days after their separation to purchase U.S. VIP for themselves, as well as their dependents. Former spouses of active duty or retired personnel are eligible to purchase the insurance up to 90 days after their divorce. The unmarried children of active duty, deceased or retired personnel who lose their military coverage because of age, may purchase the insurance up to 90 days after their 21st birthday, or 90 days after their 23rd birthday if they are full-time students.

In addition, minor children —

children under 19 — who become legal wards of active duty or retired personnel, as well as minor dependent grandchildren living with active duty or retired personnel and minor wards and "pre-adoptive" children are eligible for the policy.

U.S. VIP replaces the Majorcare 90 plan. U.S. VIP provides benefit coverage similar to CHAMPUS, with two notable exceptions — maternity benefits are limited and there's a one-year waiting period before preexisting conditions are covered. There are also some special procedures designed to help keep the cost of the policy lower.

In most cases, the plan pays 80 percent of covered costs, with an annual deductible of \$250. The plan pays 100 percent of costs after the subscriber has paid \$2,500 of covered expenses in a calendar year. There is a lifetime maximum benefit of \$1 million.

Policy holders are responsible for all costs of U.S. VIP coverage, although the Navy will provide information on eligibility, enrollment and cost to all interested individuals at personnel offices, family service centers and medical facilities. Members leaving the service will be provided information and assisted to enroll in U.S. VIP as part of separation counseling.

VA medical/dental services

Veterans discharged or released from active military service under conditions other than dishonorable may be entitled to medical and dental care at VA health facilities.

Veterans requiring hospitalization because of injuries or disease incurred while on active duty have top priority for admission to VA medical facilities. Veterans who were discharged or retired for disability and need treatment for some ailment not connected with their service, will be admitted as space is available.

Other veterans who cannot pay for hospital care elsewhere may be treated or admitted to VA hospitals on a space-available basis. Ability to pay does not apply to any veteran who is 65 or older, or is receiving a VA disability pension.

VA facilities also provide outpatient services to veterans in need of medical examinations, consultation or counseling, and prescription medicines.

Outpatient medical treatment includes home health services such as structural alterations and home improvements deemed necessary for treatment at home.

VA medical and dental assistance is dependent upon the veteran's needs and eligibility.

Unemployment compensation

Veterans returning to civilian life who need jobs should register with the nearest local state employment commission office and apply for unemployment compensation payments as soon as possible.

After leaving the service, veterans may file in any state where they plan to reside or work. It is beneficial to file promptly. Weekly unemployment checks are not retroactive;

Veterans Benefits

they begin only after a veteran files for unemployment compensation.

Full-time jobs

Although employment assistance is not one of its basic responsibilities, the VA provides employment guidance and information whenever possible. VA personnel, with regional offices in all states, counsel veterans on available benefits and privileges.

The U.S. Office of Personnel Management can assist veterans who seek jobs with the federal government. Other sources of employment information and assistance are:

- Federal Job Information Centers. Consult a telephone directory for an address, or ask the operator for the toll-free telephone number.
- Any VA regional office.
- Any federal agency personnel office.
- State and local government employment offices.

Many levels of government — state, county and municipal — give returning service personnel veterans preference. The preference is generally in the form of additional points added to job testing scores.

Vocational rehabilitation

This program provides assistance to service-disabled veterans to live independently and to become employable and to find and keep new jobs. Evaluation and counseling services help the veteran plan a suitable vocational rehabilitation program, or a program to improve the potential for independent living.

Eligible veterans may enroll in schools or colleges, train on the job or on a farm, or enter programs that combine school and job training. While enrolled in a rehabilitation program, veterans receive a monthly subsistence allowance in addition to

compensation or retirement pay. Seriously disabled veterans may pursue training in their own homes, in rehabilitation centers, or in other training facilities.

Each program of rehabilitation is tailored to meet the special needs of the individual veteran. Medical care and other supportive services, such as tutorial assistance and reader service, may be provided. Advancements from a revolving fund and work-study program are also available, as are counseling, job placement and post-placement services.

ized in a military hospital for a condition likely to be found to be compensable;

- They were discharged or released under other than dishonorable conditions or if the dishonorable discharge is later changed;

- The VA determines they need rehabilitation services because of an employment handicap.

Eligibility for employment services — Employment services may be provided to those veterans who fall into two basic groups:

(a) All veterans eligible for (or

Table 1: Vocational Rehabilitation Monthly Rates

Type of Training	No Deps.	1 Dep.	2 Deps.	Each Add'l. Dep.
Institutional*				
Full-time	\$310	\$384	\$452	\$33
Three-quarter	233	288	339	25
Half-time	155	193	227	17
Farm cooperative/ Apprenticeship/OJT				
Full-time	271	327	377	24
Extended evaluation/ independent living				
Full-time	310	384	452	33
Three-quarter	233	288	339	25
Half-time	155	193	227	17
Quarter-time	78	96	113	9

*Institutional training also includes no-pay or nominal-pay OJT or work experience in a federal agency

Eligibility for comprehensive training and rehabilitation services — Veterans who served in the armed forces are eligible for comprehensive training and rehabilitation services if the following conditions are met:

- They suffered a service-connected disability in active service, which entitles them to compensation, or would do so but for receipt of retirement pay, or they are hospital-

found to have an employment handicap who are current participants in the chapter 31 training and rehabilitation program if the VA determines they are job-ready; and

(b) Other employable veterans who have a service-connected disability and meet certain other conditions.

Period of eligibility — Generally, a veteran must complete a rehabilita-

Veterans Benefits

tion program within 12 years of the date of VA notification of entitlement to compensation. Extensions may be granted for veterans with serious employment handicaps.

Duration of programs — Eligible veterans may generally be provided training and rehabilitation services

up to a total of four years, although additional training may be authorized under certain conditions. Employment services may be provided for up to 18 additional months.

Special programs — Veterans in receipt of pension: Veterans who are awarded a pension from Feb. 1, 1985,

through Jan. 31, 1989, may elect to participate in a vocational training program if found eligible for services. Under this pilot program, a veteran may receive up to 24 months or more of vocationally oriented services and assistance as well as up to 18 months of placement and post-placement services. Work income will generally affect the continuing receipt of pension.

Veterans in receipt of individual unemployability rating: During a temporary period (Feb. 1, 1985, through Jan. 31, 1989) the total disability rating due to individual unemployability of a veteran who returns to work will be protected for 12 consecutive months of employment. Also, during the same four-year period, participation in a vocational rehabilitation program would be required of veterans newly assigned individual unemployability ratings unless the VA determines that a vocational goal is not feasible for the veteran.

Education assistance

The VA administers four basic educational assistance programs for veterans and service personnel — the non-contributory GI Bill, the Veterans Educational Assistance Program, the Montgomery GI bill and the Selected Reserve Education Program.

Noncontributory GI Bill — Veterans who served on active duty for more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and who: (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability, or (c) continue on active duty, are eligible for education benefits under the non-contributory GI Bill.

Also eligible are those who contracted with the armed forces and

Table 2: Education Training Rates

Column I	Column II	Column III	Column IV	Column V
TYPE OF PROGRAM	No dependents	One dependent	Two dependents	More than two dependents
				The amount in column IV plus the following for each dependent in excess of two:
EDUCATION				
Institutional				
Full-time	\$376	\$448	\$510	\$32
Three-quarter	283	336	383	24
Half-time	188	224	255	17
Cooperative	304	355	404	23
Active Duty Or Less Than Half-Time	Tuition cost, not to exceed rate of \$376 for full-time; \$283 for 3/4 time; \$188 for 1/2 time or less but more than 1/4 time; \$94 for 1/4 time or less			
APPRENTICESHIP OJT				
Periods of Training				
First 6 months	\$274	\$307	\$336	\$14
Second 6 months	205	239	267	14
Third 6 months	136	171	198	14
Fourth and any succeeding 6-month period	68	101	131	14
FARM COOPERATIVE Basis				
Full-time	\$304	\$355	\$404	\$23
Three-quarter	228	266	303	18
Half-time	152	178	202	12

Veterans Benefits

were enlisted in, or assigned to a reserve unit before Jan. 1, 1977, and who, as a result of this enlistment or assignment, served on active duty for more than 180 days, any part of which began within 12 months after Jan. 1, 1977, and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full-time education benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served.

As an example, a veteran (with spouse and one child), having 12 months of continuous service, will have 18 months of full-time benefits available. If the veteran attends school on a half-time basis, \$255 will be paid directly to the veteran for 36 months (approximately four school years). Table 2 (Page 44) shows various monthly amounts a veteran may receive under the current rates for non-contributory GI Bill users. These payments are non-taxable.

Full-time institutional training means 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full-time.

Eligible personnel may select a program of education, an apprenticeship or on-the-job training program, or farm training at any approved educational or training establishment that will accept them. Vocation or education counseling will be provided by the VA on request. A change of program is permitted under some conditions.

Veterans who have not received a high school diploma (or equivalency certificate), or who need deficiency or refresher courses before enrolling

in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's last release from active duty or Dec. 31, 1989, whichever comes first.

Tutorial assistance — Veterans who use the non-contributory GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veterans to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

Veterans may receive up to \$84 monthly for a maximum of \$1,008 with no charge against basic entitlement. Payments are made as reimbursements, not as advance allotments. Applications for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA work-study program — Veterans using their non-contributory GI Bill educational benefits who enroll full-time in college degree, vocational or professional programs may "earn while they learn" under the VA work-study program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Veterans who work the maximum of 250 hours per semester (or other enrollment period) receive \$837. A student who works fewer hours gets a proportionately lesser amount.

Under the work-study program agreement, veterans will receive payment for 40 percent of the hours of services in advance.

Services performed under the VA work-study program must be VA-re-

lated in nature. Examples of such services include VA outreach services under the supervision of a VA employee, preparation and processing of VA paper work or VA domiciliary and medical treatment services. Other VA-related activities could be performed with approval of the administrator.

VEAP — The Veteran's Educational Assistance Program replaced the old non-contributory GI Bill for Navy people who entered the service after Dec. 31, 1976. Individuals who entered the Navy on or after Jan. 1, 1977, are eligible to participate. See "Education Opportunities," February 1988 *All Hands*.

VA education loans — A veteran whose eligibility period under the non-contributory GI Bill has expired and who has remaining entitlement may borrow up to \$2,500 per academic year to continue to pursue a full-time course leading to a standard college degree, or to a professional or vocational objective which requires at least six months to complete, during the first two years after the end of eligibility. The six-month requirement may be waived by the VA under certain circumstances. Veterans enrolled in vocational flight training, who are reimbursed at 60 percent, may also apply for an educational loan.

Montgomery GI Bill Act of 1984

The Montgomery GI Bill established a program of education benefits for individuals initially entering military service from July 1, 1985, through June 30, 1986. See "Education Opportunities," February 1988 *All Hands*.

VA home loans

The VA guaranteed home loan program offers advantages that other

Veterans Benefits

loan programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment. The borrower also has the right to repay all or part of the indebtedness at any time without penalty.

The home loan offered under the VA's major program is not a *direct* loan but a *guaranteed* loan covering 50 percent of the mortgage, up to a maximum of \$45,000. For loans over \$45,000, a different percentage applies. The exact amount of a veteran's entitlement is shown on the *Certificate of Eligibility* that many veterans receive from the VA shortly after discharge. Veterans who do not have this document should contact their nearest VA regional office.

Veterans can use their entitlement to purchase, build, alter, improve, refinance or repair a home. There is no requirement that the entitlement must be used within a certain period of time. VA home loan eligibility remains available until used.

To be eligible for a VA home loan, a veteran must have been discharged under conditions other than dishonorable, after serving a minimum period of time on active duty. Generally, the minimum period of time on active duty is 90 days of wartime service, or 181 days of continuous service during peacetime, or 24 months of active duty service if enlistment began after Sept. 7, 1980. A shorter period of service may be sufficient if a veteran was discharged or released sooner because of a service-connected disability. Men and women on active duty are eligible after having served on continuous active status for at least 181 days. Active-duty-for-training purposes does not qualify an individual for VA home loan benefits.

To obtain a home loan, veterans should contact a real estate broker or one of the usual lending institu-

tions — banks, savings and loan associations, insurance companies and mortgage companies. Although there is no maximum loan amount, some lenders will limit loan amounts to four times a veteran's entitlement. For example, a veteran with full entitlement (\$45,000 guarantee) might be able to obtain a \$100,000 home loan subject, of course, to the veteran's ability to qualify for the loan from an income and credit standpoint. In all cases, however, the greater the guarantee entitlement in relation to the loan amount, the more favorable will be the prospect of obtaining a loan.

Memorial Affairs

Burial in a VA national cemetery is open to any veteran who has been discharged under other than dishonorable conditions.

Although the law does not provide for gravesite reservations, veterans can make things easier for survivors by expressing a desire to be buried in a national cemetery, keeping military service records accessible and verifying eligibility with VA.

To be eligible for burial, military service must have been for other than training purposes. Reserve or national guard personnel who do not meet those requirements, but who die as a result of their active duty or training, may also be eligible. Service members who die on active duty are also eligible. Burial is available to an eligible veteran's widow, widower, minor children and, under special circumstances, unmarried adult children.

When a veteran or dependent dies, the documents verifying eligibility should be presented to the funeral director handling the burial. The funeral director then contacts the national cemetery to determine eligibility and space available.

Of the VA's 111 national cemeter-

ies, 65 have grave space available, and 46 are closed. A closed cemetery does not have space for new interments. However, those who have a spouse or dependent buried in a closed cemetery may still be buried in the family gravesite. Once eligibility and space are determined, the VA will open the grave, handle the burial, furnish a headstone or marker and provide perpetual care and maintenance.

Questions regarding burial in a national cemetery or other VA burial benefits can be answered by the nearest VA cemetery or regional office. Toll-free numbers are located in the white pages of your phone book under "U.S. Government."

Keeping VA posted

If you are a veteran who holds a government life insurance policy, you need to keep the VA informed of your current address.

Changes should be sent to the following address, giving your name, VA insurance file number and your mailing address:

Veterans Administration Regional
Office and Insurance Center
P.O. Box 8079
5000 Wissahickon Ave.
Philadelphia, Pa. 19101

A final word

For many of the veterans programs, there is no time limitation imposed. Eligibility for other benefits, however, does expire. Table 3, (Page 47) "Veterans Benefits Timetable," gives several VA programs and eligibility expiration dates.

The booklet, *Federal Benefits for Veterans and Dependents* gives up-to-date detailed information on VA programs. To order, send \$2.25 to: The Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. □

Veterans Benefits

Table 3: Veterans Benefit Timetable

Time You Have (after separation from service)	Benefits	Where to Apply
10 years or until Dec. 31, 1989, whichever comes first	GI EDUCATION: The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in apprenticeship program.	Any VA office.
10 years	VEAP: The VA provides financial assistance for education and training of participants under the voluntary contributory program.	Any VA Office.
No time limit	GI LOANS: The VA will guarantee your loan for the purchase of a home, manufactured home, or condominium.	Any VA Office.
No time limit	DISABILITY COMPENSATION: The VA pays compensation for disabilities incurred in or aggravated by military service. (Payments are made from date of separation if claim is filed within 1 year from separation.)	Any VA Office.
No time limit	MEDICAL CARE: The VA provides hospital care covering the full range of medical services. Outpatient treatment is available for all service-connected conditions, or non-service-connected conditions in certain cases. Alcohol and drug treatment is available for veterans in need of help for drug dependency.	Any VA Office or hospital.
90 days	DENTAL TREATMENT: The VA provides one time dental care for certain service-connected dental conditions. The time limit does not apply for veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA Office or hospital.
1 year (from date of notice for VA disability rating)	GI INSURANCE: Low cost life insurance (up to \$10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.	Any VA Office.
120 days (or 1 year and 120 days with evidence of insurability); or up to 1 year if totally disabled.	VGLI: SGLI may be converted to a 5-year nonrenewable term policy. At the end of the 5-year term, VGLI may be converted to a policy with a participating insurance company.	Any VA Office. (for information)
No time limit	EMPLOYMENT: Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service, U.S. Office of Personnel Management. Any VA office.
Limited time	UNEMPLOYMENT COMPENSATION: The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service.
90 days	RE-EMPLOYMENT: Apply to your former employer for employment.	Employer.
30 days	SELECTIVE SERVICE: Male veterans born in 1960 or later years must register.	Any U.S. Post Office; overseas at any U.S. Embassy or consulate.

Mail Buoy

HEED: safety in question

Your article on the helicopter emergency escape device (HEED) in the February 1988 issue of *All Hands* raises questions about how well-intentioned Marines pursued approval of their solution to the problem of helicopter drownings. They apparently felt that by taking matters into their own hands, they could simply cut through the red tape and save lives. They did help to get HEED on the street. But in so doing, they exposed themselves to potentially unsafe conditions.

The article discusses how the Marines took off-the-shelf diving equipment, mated it to a modified, high-pressure cylinder filled with breathing air after the cylinder had been used on a life raft, and tested their homemade device with volunteer pilots. Several questions come to mind: Who tested the diving equipment for proper flow and would it work when required? A malfunction after the helo ditches is too late. Did the cylinder modification weaken the integrity of the cylinder shell and was it suitable for the depth and pressures to which it might be exposed? Life raft charging bottles have different design criteria than those designed for breathing systems and some are not suited for the high pressures required of underwater breathing systems. What gas was in the cylinder before it was filled with carbon dioxide? It should be cleaned before charging with breathing air. Otherwise the user may pass out from the lack of oxygen. Finally, what emergency procedures were considered during the manned testing of the device (e.g. air embolism, near-drowning, etc.)? Air embolism — a potentially fatal diving disorder — is recognized by the diving medical community to be possible in as little as three and one-half feet of water. Obviously, any of the above situations could have had disastrous consequences.

Everyone agrees that the HEED is long overdue and a necessary lifesaving device. I feel that the enthusiasm the Marines showed in getting this lifesaving device to the fleet is commendable. But, we cannot overlook the fact that there is only one way to get gear like the HEED approved for use and that is the Navy way: through official channels and then only after proper test and evaluation.

—Lt.Cmdr. Rodger E. Nisley
Defense Nuclear Agency
Washington, D.C.

HEED: safety first; paper work to follow

In response to the issues raised by Lt.Cmdr. Nisley concerning the HEED article, which appeared in the February 1988 issue of *All Hands*, they indicate his familiarity with the risks of scuba diving. He probably was unaware that HEED was brought into the Navy by divers who were also helicopter crew members. They had first seen HEED in a diving supply shop and understood its potential for solving a problem which was completely unrelated to scuba diving (at least *intentional* diving).

HEED has already saved five crew members who were certain to drown, trapped in the wreckage of helicopter mishaps. The "well-intentioned Marines," who determined to "cut through the red tape and save lives," achieved both of their goals! The red tape they cut was part of a "business as usual" plan that would have provided HEED to the fleet sometime in 1989 — subject, of course, to the slashes of the budget knife.

After three years of testing in OPTEVFOR and at NADC Warminster, HEED was found to be OK for use, essentially as it came in the door. Faster means of evaluation could possibly have saved more lives. HEED is an NDI (non-development item); by definition, that's "off-the-shelf" technology. When field level personnel (you know . . . the ones *with the problem*), using common sense and judgment, recommend an "off the shelf" fix for a known problem, we should be able to bypass much of "the system" on an initial buy, and follow through with a product improvement program if needed. The cost of failing to be "expeditious," in areas such as HEED, is written in lives; keeping in mind that expeditious does not mean recklessly fast.

The Office of Assistant Deputy Under Secretary (Safety and Survivability), which pushed HEED into procurement well ahead of the plan of action and milestone, is actively engaged in developing an alternative procurement method for other non-development items. See-Nav-Inst 4210.7A mandates an effort to do this at all levels in the Navy, with the expressed purpose of using technology in a timely way.

The best interests of the Navy and the country require continuous attention to the risks confronting our operational people on a daily basis. Lt.Cmdr. Nisley's sincere concerns about "potentially

fatal" problems associated with the development phase of HEED are immediately overridden by the simple fact that drowning is *fatal* — and, good or bad, HEED gives the trapped aviator a chance to avoid death. Training has been devised which addresses the embolism problem and others, maximizing the positive potential of HEED while dealing realistically with the risks.

"The Navy way" of getting items approved for use was developed over many years; and in many, if not most cases, the Navy way is the right way to ensure that all loops are closed, all imperfections taken care of, all potential problems addressed. But we cannot always afford the time it takes to make everything "perfect" before we put it to use — especially in the saving of Navy lives. An 80 percent "fix" in place today is far better than zero percent during the time it takes to develop a 100 percent fix.

In the case of HEED, "Safety first; paper work to follow" was the way of doing business that at least some of us can "live" with.

—Capt. Richard F. Healing, USCG
Staff Director, ADUSN(S&S)
Washington, D.C.

Reunions

• **USS Langley (CVL 27)**—Reunion Oct. 1-2, 1988, Alexandria, Va. Contact A. Nick Chagaris, 11 Bourn Ave., Hampton, N.H. 03842; telephone (603) 926-7545.

• **USS Major (DE 796)**—Reunion Oct. 5-8, 1988, in San Diego. Contact Bob Young, P.O. Box 251, Gardena, Calif. 90247; telephone (213) 321-5949.

• **USS Consolation (AH 15)**—Reunion Oct. 7-9, 1988, in San Diego. Contact Robert Peckinpaugh, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.

• **USS Flint (CL 97)**—Reunion Oct. 6-9, 1988, in Chicago. Contact Robert Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.

• **USS Dyson Alumni Association**—Reunion Oct. 5-9, 1988, in Williamsburg, Va. Contact E.B. Fulkerson; telephone (615) 282-1236.

• **USS Uvalde (AKA 88)**—Reunion Oct. 7-8, 1988, in Uvalde, Texas. Contact Jim Cunningham, 1909 Tipton Terrace, Columbia, Mo. 65203; telephone (314) 445-2880.



Crew members of USS *Samuel B. Roberts* returning from the Persian Gulf were met by their overjoyed families at an airport near Providence, R.I., June 20. Gunner's Mate 3rd Class Randy Thomas had no trouble finding his wife Cynthia in the crowd. Photo by PH2 Dolores L. Parlato.



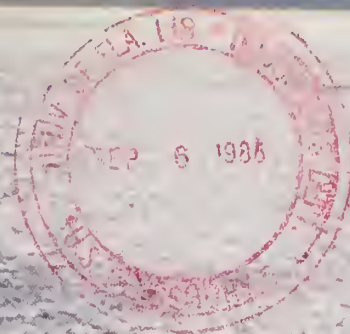
Team Spirit '88 ● **Page 24**

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ALL HANDS

MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1988



Navy ASW

The silent war

59.05
116

FC2 James Floe uses a night vision device to scan the waters around USS *Leftwich* (DD 984) during a training exercise. Photo by JO1 David Masci.



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Chief of Naval Operations
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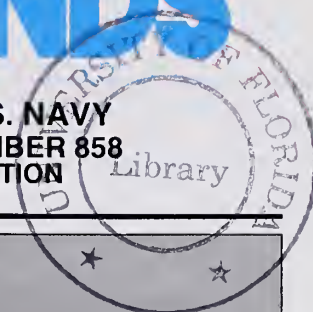
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MAGAZINE OF THE U.S. NAVY
SEPTEMBER 1988 — NUMBER 858
66th YEAR OF PUBLICATION



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Front Cover: An SH-60F helicopter begins a search for submarines by lowering an acoustical detector. Helos are a versatile and essential part of the anti-submarine warfare team. See story, Page 28. Photo courtesy of Sikorsky Aircraft Corp.

Back Cover: Storage racks at Naval Air Station Bermuda hold sonobuoys until loading time. Sonobuoys are an indispensable tool in ASW operations. See story, Page 26. Photo by PH2(AC) Scott M. Allen.

Navy Currents

Bushey — new MCPON

Master Chief Avionics Technician (AW) Duane R. Bushey has been selected as the seventh Master Chief Petty Officer of the Navy.

The Chief of Naval Operations Admiral Carlisle A. H. Trost announced the selection during a recent ceremony. Bushey relieves Master Chief Radioman (SW) William H. Plackett this month. A 32-year Navy veteran, Plackett has served as MCPON since October 1985 and is retiring.

Bushey most recently served as the command master chief on USS *Theodore Roosevelt* (CVN 71), a position he held since October 1985. Born on May 3, 1944, in Lebanon, N.H., Bushey graduated from Wicomico Senior High School in Salisbury, Md. He enlisted in the Navy in June 1962 and completed Aviation Electrician's School in Jacksonville, Fla.

Bushey first saw duty at Naval Air Station Patuxent River, Md., before serving on USS *Kearsarge* (CVS 33). He then served with Heavy Attack Squadron 123 at NAS Whidbey Island in Oak Harbor, Wash. From there he transferred to Tactical Electronic Warfare Squadron at NAS Alameda, Calif., where he served as deception electronic countermeasures plane captain and celestial navigation instructor.

Master Chief Bushey then served as the assistant air crew division officer for Aircraft Ferry Squadron 31 in Norfolk, and later as squadron command master chief. Prior to his current assignment, Bushey was the command master chief for Tactical Support Wing 1 in Norfolk. He graduated from the U.S. Army Sergeants Major Academy in 1980.

Married to the former Susan W. Prause of Oakland, Calif., Bushey and his wife have two sons, Duane Jr. and Joseph.

The MCPON is the principal enlisted assistant to the Chief of Naval Personnel and the senior enlisted advisor to the Chief of Naval Operations. As the new MCPON, Bushey will be assisting commands, bureaus and other offices of the Navy department in matters pertaining to enlisted personnel, and providing assistance to the Chief of Naval Personnel on various boards and at forums concerned with enlisted career issues. In addition, he will travel worldwide to speak to

enlisted communities, discussing their concerns and issues. □

Awards and decorations

All Navy activities and personnel are reminded that requests for Navy awards, decorations, lapel buttons, medals, service ribbons and devices must be ordered with a Fund Milstrip Requisition Form (No. 1348M) and submitted to Defense Personnel Support Center using the S9T-Routing Identifier.

Letters of request and requisitions without a national stock number will not be processed. NSNs may be obtained from Naval Resale and Services Support Office Instruction 10120.3, dated Aug. 30, 1982.

Naval activities and personnel wishing to obtain foreign decorations and awards should consult paragraph 722 of SecNavInst 1650.1E, which states that the issue of such awards is the responsibility of the presenting nation. Authorized recipients may purchase foreign awards from commercial sources.

For information, contact Ms. Marinari of Navy Clothing and Textile Research Facility at commercial (215) 952-5401 or Autovon 444-5401. □

Uniform matters

Many sailors have complained recently about the streaking and fading of the new flame retardant-treated dungarees.

The FRT dungarees, which became available to all personnel in 1985, are indigo-dyed, 100-percent cotton denim. The fabric dying process used in making these dungarees is also used by well-known, commercial blue jean companies. The only difference is that a chemical treatment is used to add fire retardant properties to the natural cotton fibers.

To help extend the life of the dungarees, follow these laundry tips:

- Wash and dry the dungarees inside out. This will minimize streaking.
- Use any commercial brand of laundry detergent but do not use bleach. Bleach may cause white blotches on the dungarees.

- Be sure to remove any objects left in pockets. Items left in pockets can cause streaks in the dungarees.

If these tips are followed, the FRT dungarees should retain their military appearance for some time. Indigo-dyed dungarees will fade with every washing. However, if there seems to be a problem with product quality, return the dungarees to your uniform center. In any quality-assurance program, deficiencies must be reported and verified. Without the deficient item, to identify the problem and the manufacturer, it becomes difficult to correct the problem. □

Computer-age fitness

The Naval Military Personnel Command now has a fast and easy way to calculate physical readiness test scores.

NMPC's Health and Physical Readiness Division has developed a computer software program that will calculate body fat percentages, add total PRT and individual category points and track PRT results for each individual entered.

The software package will list individuals by rank, age, department, division or any other category, produce command summary reports and identify individuals who are overfat, obese or who have failed the PRT. Letters of recognition and Page 13 entries can also be produced using the software package.

The package does not replace required documentation, such as the risk factor screening/physical readiness test result form listed in OpNavInst 6110.1C.

The software package is menu-driven, user-friendly and contains the installation program and instructions. It can be used with all IBM and IBM-compatible machines including the Zenith 150 and 240 models. To effectively use the new software, a minimum of one floppy disk drive, 320k of random access memory and an IBM-compatible, dot-matrix printer with tractor-feed paper is required.

To obtain a copy of the physical readiness program software package, commands should send a blank five and one-fourth inch floppy disk, a self-addressed disk mailer, the command's

name, address, phone number and a point of contact to: Naval Military Personnel Command, NMPC-68, Room G809, Washington, D.C. 20370-5605 or contact Cmdr. D. Spillane (NMPC-68) at Autovon 224-5742 or commercial (202) 694-5742. □

Voluntary tour extensions

The voluntary tour extension program is again available for fiscal year 1989. Personnel who have a projected rotation date in the upcoming fiscal year and wish to extend their tour should apply.

Officers who want to extend their present tours should submit a request with command endorsement to Commander, Naval Military Personnel Command no later than April 30, 1989.

Enlisted members wishing to extend their tours for another year must be on Type 2 through Type 8 duty, or in selected ratings on Type 1 duty and (in either case) have a PRD between Oct. 1, 1988 and Sept. 30, 1989.

Applicants should submit an Enlisted Personnel Action Request for Voluntary Extension (NavPers Form 1306/70) with command endorsement to CNMPC (NMPC-461-E) Info Enlisted Personnel Management Center, no later than April 30, 1989.

Command readiness, fleet balance and individual desires will be primary factors in approving requests. For more information, see NavOp 76/88. □

Senior enlisted rankings

Senior enlisted personnel will now be ranked among their peers to help identify the "best of the best." Since Aug. 1, 1988, it has been necessary to rank personnel in paygrades E-6 through E-8 who are rated in the top 50 percent of the 4.0 performance category.

NavMilPersCom Instruction 1616.1A, Change 2, will allow reporting seniors to rank personnel within the same paygrade on the enlisted performance evaluation form (Entry 39). The ranking will indicate the member's relative standing among peers at the same command. □

Art of the invisible

In the world of ASW, sailors locate, track and prepare to destroy submarines that they will never see. It's more than a science, it's an art.

What do the following Navy people have in common?

- A sailor leans carefully out the side door of a hovering helo, blades roaring overhead, as he stares down at a cable that disappears into the ocean. He calls back to the pilot, constantly updating him on the position of the cable.

- Sitting in an all-consuming silence that is broken only by his own occasional, slightly bored sighs, a young technician meticulously studies a series of computer screens. The always-changing array of numbers, lines and letters will tell the technician if he and his shipmates are being stalked by an enemy who could destroy their vessel in seconds.

- Near the stern of a frigate cruising at 12 knots in the North Pacific, a young petty officer removes a small plug from an opening in the bulkhead of the towed-array space. The sailor carefully feeds a 3-inch diameter hose through the small opening, then observes patiently as hundreds of feet of hose and tow-

cable stream out into the ocean.

- Two jet pilots stride across the gently rolling deck of an aircraft carrier. Their twin-engine aircraft is fully loaded with weapons and fuel. They are going after a "contact" several miles away. In a few minutes they will be directly over their target. They will gather extensive information about their target. They will know exactly what type of ship it is, whether it's friend or foe, and its approximate size, speed and course. The information they collect will be crucial in deciding whether or not to destroy the contact. But they will never see it.

* * *

These sailors, with vastly different training and backgrounds, working at different jobs on just about every different type of platform the Navy owns, all have the same mission: anti-submarine warfare.

Members of the Navy's ASW community — from admirals in the Pentagon to seamen at the most far-flung electronic listening posts — all ultimately pursue a single goal: to

deny the enemy the effective use of his submarines.

This denial can be imposed upon the enemy through a variety of techniques ranging from peaceful observation to total obliteration.

But exercising any of these complex "denial options" is really the easiest part of ASW operations. The toughest job is, paradoxically, the simplest: first you have to find 'em.

Nuclear submarines can cruise deep below the ocean's surface almost indefinitely; they need not surface for fuel or air, nor to carry out their missions. Those missions include the destruction of shipping, "neutralization" of the foe's submarines, and, in the case of ballistic missile submarines, the depopulation of continents. Modern submarines can do all this and more and never show themselves for an instant. They are, for all practical purposes, invisible.

How do you find something you can't see? ASW's answer: you listen.

Sonar (SOund NAVigation and Ranging) is the principle instrument used to detect submarines. Receiv-

ing and interpreting the slightest sounds detected over vast expanses of ocean make modern sonar technology one of the most complex sciences ever devised. And it gets more complex every day.

Sonar can be either active or passive. Active sonar emits acoustic signals and listens for those signals to echo back. Proper interpretation of returned signals can provide an amazing amount of information about the object reflecting the "pings."

Passive sonar is silent; it is strictly the technology of eavesdropping. It is next to impossible for any large object to move through the water without making *some* sound. That

sound, however slight, can be detected and correctly analyzed by passive sonar experts who can decipher the source of the sounds, complete with all the crucial identifying details.

Sonar equipment can be deployed aboard fixed- and rotary-wing aircraft, surface ships and ASW submarines. All are well-equipped for detecting any sub in the area — hostile or friendly.

Patrol squadrons — VPs — are made up of P-3 *Orion* aircraft. The strong suit of the *Orion* is range; this land-based plane, powered by four turbo-props, can cruise over almost 5,000 miles of ocean without refueling. Technicians aboard the P-3 deploy ex-

pendable sonobuoys that float, listen and transmit information about what they hear back to the *Orion*.

The P-3's characteristic "stinger" — the long, thin tail extending about 12 feet behind the aircraft — is actually the magnetic anomaly detector. MAD sees the ocean as one gigantic magnetic haystack. A submerged submarine is like a needle in that haystack; impossible to detect visually, but easily found with a good strong magnet, and plenty of patience.

The S-3 *Viking* complements the

The P-3 *Orion* carries state-of-the-art surveillance equipment in search of the invisible enemy below.



Photo by PH2 (AC) Scott M. Allen

Art of the invisible

coverage provided by the P-3. S-3s are faster, by virtue of their twin turbofan jet engines, but have nowhere near the range. To a great extent, that range limitation is negated by the fact that *Vikings* are carrier-based; in many crucial ASW confrontations, they're on-scene almost before they take off.

S-3s lack the P-3s' trademark stinger, not because they don't carry MAD, but because the 18-foot MAD boom is stowed inside the aircraft and is only extended when needed.

Like the *Orion*, the *Viking* is fully prepared not only to detect targets, but to take offensive action, if necessary. Both aircraft can carry a full array of torpedoes, ASW mines, bombs, rockets and *Harpoon* missiles.

Extending the on-scene capability the *Viking* gets from being carrier-deployed, the light airborne multipurpose system has been deployed aboard more than 200 ships from frigates to cruisers. The SH-60B *Seahawk* helicopter carries such an extensive suite of electronic detection and communication devices that it is generally regarded throughout the fleet as the Navy's most technologically advanced platform.

The LAMPS Mk III system is based primarily on the concept of enabling surface fleets to work and fight "beyond the horizon." LAMPS III gives surface ships the ability to respond to any indication of enemy sub activity (whether detected by P-3, S-3 or surface ships' sonars.) Carried and controlled by the surface ship, LAMPS Mk III can fly out of sight, over the horizon, to be on

scene in minutes to evaluate a threat that a surface ship might need hours to check out. LAMPS Mk III also has the capability, if the situation warrants, to take decisive offensive action against the target it identifies. Torpedoes, enable LAMPS Mk III to extend the surface fleet's offensive capabilities just as effectively as it carries that fleet's detection capability over the horizon.

Navy surface ships have plenty of

their own ASW detection capabilities, of course, and even more offensive punch.

ASW detection by the surface forces is handled primarily by the AN/SQR-19 passive towed sensor. By deploying the 640-foot-long array on a cable that may extend over a mile, surface sonar operators can collect and analyze a wide range of frequencies. By matching the various characteristics of sound de-



Crew members of USS *Elmer Montgomery* (FF 1082) scramble to ready a light airborne multipurpose systems helicopter for action. The helo can be up and away in five minutes.

Photo by JO2 Gregory Lewis

tected with known traits of ship sounds, sonar experts can easily identify different classes of submarines and can even spot subtle distinctions between individual boats within a single class.

With a clear indication of the type and location of threat facing the surface ship, LAMPS Mk III can be sent out to confirm the AN/SQR-19 findings and either serve as a forward spotter for targeting the surface ship's formidable offensive ASW arsenal, or, if the enemy sub is out of effective range of the ship's firepower, the LAMPS Mk III can carry out its own attack.

There are submarines that cruise the depths that are capable of carrying enough nuclear firepower to destroy a good portion of the world's population single-handedly. And then there are submarines that do nothing but seek out those nuclear-missile behemoths, in hopes of "neutralizing" that awesome threat.

It's the hunter-killers stalking the boomers, and the field of battle is not so much the ocean itself as it is the unseen, ever-changing realm of interaction between sound and water. "Unseen," that is, until it appears on the acoustical displays in the combat information centers of the subs involved; the guy who makes the most noise loses.

The latest U.S. hunter-killer, or SSN, (fast-attack) submarines are equipped with sound-masking systems which generate a broad-band noise to distort the sound the boat makes moving through the water. Sound masking makes it difficult to pinpoint the location of a submarine.

On an ASW track, the SSN will usually have four sonarmen plotting other submarines as contacts are detected by sensitive listening devices. The on-board signal processors translate those detected acoustic data into visual blips and patterns that the sonarmen can analyze with amazing accuracy. These devices

There are submarines that cruise the depths capable of carrying enough nuclear firepower to destroy a good portion of the world's population single-handedly. And then there are submarines that do nothing but seek out those nuclear-missile behemoths.

also relay the churning or cavitation noises made by the turning of the other boat's propellers or "screws," which sonarmen hear through their headphones. The sounds are distinctive and, when analyzed by sonar experts, can be as revealing as fingerprints.

Timing is everything in an age of virtually immediate global communications, when thousands of intercontinental ballistic missiles can be launched, travel halfway around the world and lay waste to entire continents in less time than it takes to read this article. Everyone tries to stay one small step ahead of everyone else. SSNs are poised, almost constantly, to destroy their nuclear-laden prey, anywhere in the world's oceans. Those prey, Soviet boomers, are constantly maneuvering so that they will be just beyond detection, enabling them to carry out their mission, even if that is accomplished only moments before they are hunted down. The hunter-killers are, likewise, working around the clock to maintain contact, to be in position once the word is given, to take out the boomers, probably only moments before they carry out their mission.

The future of the world could quite literally be determined by which sub keeps better track of the other; that in turn is determined by who makes the most noise, and who listens more carefully.

The technology surrounding un-

derwater noise reduction and detection of whatever noise is made has been an area where the Navy has had an advantage over its adversaries. That advantage has, in recent years, been reduced. The Walker family's treason, the Soviet's ability to purchase quieter technology in the international marketplace, along with their own scientific developments, have brought them closer to matching the U.S. submarine community's heretofore unparalleled science of silence than ever before.

As the Navy's technological advantage becomes less distinct, the paramount importance of ensuring that superbly trained, highly motivated personnel are assigned to the right platforms in adequate numbers becomes obvious.

The ASW community's need to get as many qualified people as possible into its key ratings has never been greater.

The training is among some of the most complex and rigorous the Navy offers; the watches can be long and tension-filled; the time away from home can be extensive, especially for those making undersea patrols, where no outside contact of any kind is made for months at a time.

But those who have made the art of the invisible their life's work know that the sacrifices are well worth it — because the stakes are the highest in the history of the world. □

Dealing with the 'quiet threat'

ASW Director, Rear Adm. Pittenger, talks about the people, the technology and the future of ASW.

As Director, Anti-submarine Warfare Division, in the Office of Naval Warfare, from May 1986 until July 1988, Rear Adm. R. F. Pittenger was, to a great extent, the architect of the Navy's current ASW program. On the eve of his departure as OP-71, he discussed the most important aspects of ASW in an interview with the *All Hands* editor.

All Hands: Anti-submarine warfare is a complicated business. Among all the technical difficulties and operational obstacles, is there a single problem that dominates? What is the major challenge in ASW?

Pittenger: The major challenge in ASW is the quiet threat. In World War II, the threat was from diesel submarines with very limited submerged endurance — operated in wolf packs by a central shore activity. Those subs had limited capability with their torpedoes. The tactics and systems that the Allies used against that threat included speed changes, close-in screens and zigzag maneuvers. Our hunter-killer (or "HUK") groups and our centrally managed intelligence organization, called the "10th Fleet," successfully exploited the enemy's communications and then used that information

to position both our defensive and offensive forces and to route shipping around high probability areas.

After World War II, we evolved our HUK groups and really worked with them in terms of tactics and hardware until they were very, very effective at exploiting the "enemy's" limited endurance.

Then the nuclear submarine came on scene with its unlimited submerged endurance and high speed. A lot of the tactics that were used before, to take advantage of the diesel submarine's vulnerabilities, were rendered obsolete by this new nuclear technology.

Fortunately, the enemy's highly capable new subs were also quite noisy. We exploited that noisiness with our improved passive sensors and coordinated operations that were cued by covert area surveillance systems. Our ASW ship formations became more dispersed than the close-in screens of yesteryear. We also developed the lightweight and heavyweight torpedoes to meet different developments in the enemy's submarine fleet.

But the threat that we're now looking at — the specific answer to your question — is a very capable and quiet new nuclear submarine with its long-range torpedoes and

cruise missiles. That is the challenge. This development will dramatically change the way we do ASW — as dramatically as the first nuclear submarine coming on scene changed our approach to ASW back in the '50s.

The solution to that challenge is a combination, the *right* combination, of much improved surveillance, active sensors — both for surveillance and tactical applications — much improved command and control, better coordinated operations among improved ASW platforms and advanced weapons.

The real problem then — and it's as daunting as anything we've ever faced — is posed by the emergence of the "diesel-quiet," nuclear-powered submarine.

All Hands: If the challenge comes from improved capability — or, even greater than merely improved — a completely different kind of undersea capability than we've faced in the past, are we going to meet that challenge with a fundamental kind of evolution on the ASW side that corresponds to the fundamental change in the threat we face?

Pittenger: That's exactly what it's going to take, and this fundamental change you speak of is well under

way and is going to take a commitment by the country to invest the resources, in terms of hardware, systems, technology and people, to turn this commitment into fleet systems in time to meet the challenge when the new quiet-threat submarines come on scene. Right now we have a plan to do just that, provided that Congress appropriates the funds and provided that we support that plan. So the answer to your question is "yes," we do have the *capability* to meet that threat, provided we are willing to make the commitment.

All Hands: Sounds like a question of priorities. How does ASW fit into the Navy's top priorities?

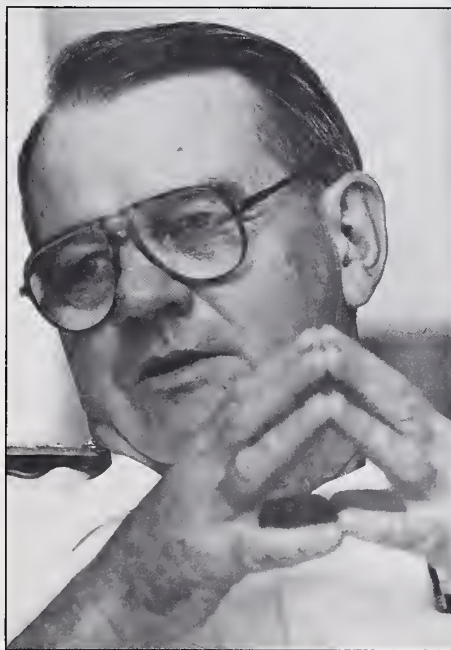
Pittenger: The leadership of the Navy has repeatedly stated that ASW is the Navy's number one war-fighting priority. The Chief of Naval Operations and Secretary of the Navy in their official posture statements to the Congress have both clearly established that ASW is the highest of priorities. And that high priority is reflected down the chain of command.

All Hands: What are the priorities within the ASW community?

Pittenger: The most important thing is to establish and maintain a balanced force. There is no single system or platform that solves all the ASW problems by itself. For example, we will use submarines to do ASW where it makes more sense to use subs than any other platform, particularly in those regions farthest from our normal area of surface operations. Similarly, our aircraft, because they can be on scene so quickly, can effectively respond to cues in the areas where there are likely enemy submarine operations — and carry a lot of weapons and detection systems with them in the process. Our surface ships have the all-weather endurance, the payload capacity and the ability to commu-

nicate in real time with their bosses and coordinate operations among all the various platforms. And they can deliver the punch — when that's the appropriate thing to do. Also, you can't do ASW without a robust surveillance and cueing system, because that's really the force multiplier in the equation.

So, in order to do ASW, you need to have the platforms — the submarines, the aircraft and the surface ships — all properly equipped with the right ASW equipment, and these, in turn, need to be glued together with the right C³I system for cuing and surveillance, and most importantly, you need highly trained and motivated people to operate this total ASW system.



Rear Adm. R.F. Pittenger

All Hands: What are some of the most significant recent advances in ASW — that you can talk about — that help us meet these needs?

Pittenger: In the recent past, the advances have been almost too numerous to mention — but let me just tick off some that come to my mind.

In the submarine area, you have — first and foremost — the development of the very quiet platform. In

this country, we clearly build the quietest nuclear submarines in the world. We put this together with the most advanced sensor systems, such as submarine-towed arrays and hull-mounted sonars — and the best torpedoes, for the "end-game" part of the ASW equation — and all of these manned by the best-trained and most highly motivated submariners in the world.

On the air side, our VP forces have been the world leaders in airborne ASW for years and years. We have progressively modernized the VP aircraft — we now have the P-3C with the update three and soon the update four. And, they use a lightweight torpedo, the Mk 46 Mod 5 *Neartip*, which is, I believe, the world's best weapon in this category.

On the surface side, there have been dramatic improvements in our ASW capabilities, probably best illustrated by the tactical towed-array SQR-19 sonar and the LAMPS Mk III helo-based detection and surveillance system. The LAMPS Mk III is very clearly a revolutionary change to the surface ship's approach to ASW. That equipment extends the surface ship's horizon to 100 nautical miles. It lets those ships operate at almost electromagnetic silence (EMCON) while still conducting over-the-horizon ASW operations. That capability, compared with what was being done just a few years ago, is almost incomprehensible. In World War I, the extent of a surface ship's ability to engage a submarine was on the order of 300 or 400 yards. Now we're talking on the order of a 100 nautical miles. We've made many advancements.

The unfortunate thing in this business of building systems and countersystems is that the submarine threat we're countering is moving as fast as those improvements or faster. So, although we're very pleased with the progress that's been made in these areas, the threat to-

Photo by PH2 (AC) Scott M. Allen

'The quiet threat'

morrow will outstrip the capabilities of today's systems.

We can't rest on our laurels — we have to start looking at improvements every day. That's really the challenge that I see.

All Hands: How important are the people who man these systems in closing these gaps and keeping ahead of the technological threats?

Pittenger: There is no warfare area that is more complex than ASW. There is no machine in ASW that can do the job automatically, without highly-trained and motivated people operating it.

ASW is made more complex by the very medium in which we have to operate. The "oceans are unfair" when it comes to the conduct of ASW. If something bad *can* happen to you in the ocean, then it *will* and it's going to make your ability to conduct ASW much more difficult. The good ASW people are the ones who train themselves over and over again to understand the environment and how to exploit it. They understand their systems' capabilities and limitations, and the limitations and capabilities of all the potential supporting systems and platforms. Then they are able, through skillful application of tactics, to pull that all together in a synergistic way, to get more than just the sum of the individual parts.

All Hands: So, obviously, training is very important to these key people.

Pittenger: The Navy has recognized the importance of training for ASW and recently we have done a very thorough, from-the-bottom-up, zero-based audit to tell us where we are in ASW training. It's called "The ASW Continuum." This document answers the questions, "What are our capabilities, people-wise, and where are the holes in our capabilities and what should training be

doing to make the entire range of ASW operators more effective?" The ASW Continuum was one of the first such thorough training reviews completed by the Navy. It's now being implemented. There are some very important training initiatives called for in it.

There is, for example, an ASW Masters Course at ASW Training Center Atlantic, which was started at the behest of the type commanders — SubLant, SurfLant and AirLant — Commander 2nd Fleet and the Fleet CinCs. These key people were saying to us, "we have to train our senior tacticians better in ASW." The Continuum pointed the way to the Masters Course. I've attended and monitored it and I can tell you, it's a very good course. And this kind of quality training is being repeated all across the Navy.

All Hands: What would you point out to people outside the ASW community who might be interested in getting into the field? What are the career opportunities for ASW people?

Pittenger: On the officer side, it's excellent — a very interesting, but demanding, career path that is recognized as being "viable" — that is, it leads to all the right command opportunities, all the right flag opportunities. On the enlisted side, it has all the right "perks" in terms of proficiency pay and promotion opportunities. It certainly is a challenging field that lets you get into some very interesting and challenging areas of computer sciences, the environment, information management and others. All of those are important fields, both inside and outside the service.

There is certainly no end in sight to the Navy's need for good ASW specialists. In fact, the day of ASW is really just dawning — the full extent of that need, and those *opportunities*, is just starting to be fully appre-

ciated. The people who "come to the table" equipped with the kind of understanding of computer sciences, say, that so many of today's high school and college graduates have, those folks are going to find that our approach to ASW is probably, from their high-tech perspective, archaic. It's going to take those new minds to take charge and continue to move us toward the right solution.

All Hands: Given the fact that ASW is the Navy's number one war-fighting priority, and that it is the most technologically sophisticated effort we are embarked on, requiring the best and brightest people we can get, how well are we doing in getting those types of people — what are the prospects?

Pittenger: The answer is that ASW has to compete with all the other technology-intensive areas for that pool of talent that's out there.

ASW offers some excellent opportunities to *all* members of the Navy family, including some members who might not have as many exciting opportunities elsewhere, such as women. In our shore facilities, in our VP squadrons, we have a lot of women and I can't overstate the importance of the contribution they make.

I guess I should make a plug for the oceanographers of the world [Rear Adm. Pittenger is going on from OP-71 to become Oceanographer of the Navy], and state that there are an exciting number of opportunities for both men and women in that field as well. Oceanography is very important to ASW — understanding the oceans is the key to understanding ASW.

All Hands: What would be your advice to a young sailor considering a career in ASW?

Pittenger: I'd like to answer that question in two ways.

The first answer is, no matter

what you do, be the best that you can be. Dedicate yourself to understanding whatever it is you're going to do, then apply your understanding to the job at hand. There's still lots of room in the world for service, with a capital "S," and dedication. That's really the secret to *any* success. In ASW, this is especially true. You can't understand ASW without understanding the underwater environment, the characteristics of your adversary, the capabilities of your own systems and the people who work with you. Do your homework and apply it.

The second part of the answer would be: Take advantage of what ASW has to offer.

Certainly, in the officer corps, ASW offers a multitude of opportunities in all warfare specialties. For example, all the submariners I know are also ASW specialists because they *have* to be to survive. Similarly, ASW is certainly a viable career path on the air side, particularly in VP and carrier-based air. Some of the most important jobs in the entire air community are ASW-related.

ASW will always be important in surface ships because there will always be an ASW mission for surface ships. In fact, the surface ship's role in ASW will become increasingly more important in the years ahead, so that all leading surface officers will have important ASW jobs.

On the enlisted side — not just the ASW specialty ratings, like sonarman and anti-submarine warfare operator, but the operations specialist, the electronic warfare specialist, the submarine quartermaster, intelligence specialist and many others — there are always going to be openings for the folks who have the right aptitude for the kind of technical expertise, patience and the "hunter's instinct" so important to ASW. The opportunities are excellent.

All Hands: If you could speak to

every member of the ASW community, what would you tell them and try to impress upon them?

Pittenger: I guess I would tell them I wish I could be *with* them.

I would tell them that they have some exciting times ahead of them. It's not going to be a lark and it's not going to be easy. They must do their homework. They have to be good at ASW. They have to try to understand the environment and to understand the threat — by that I mean they have to put themselves into the shoes of the submarine that they are



hunting, and try to think what that submariner is thinking.

I guess the last thing I would tell them, is that if they don't do their job, if somehow we come up short in our quest, and don't maintain our superiority in ASW, then the country is in a lot of trouble. Today a lot of very talented and dedicated men and women are on watch around the clock and around the globe doing ASW and doing it extremely well.

What they are doing is very, very important. Their dedication is absolutely the most important ingredient in all of this.

I've been in the ASW business for 30 years, and we've come a long way

in those 30 years. In 1958, we were essentially using World War II vintage equipment to do ASW and, more importantly, World War II tactics. We have evolved to an entirely new set of tactics, an entirely new set of hardware. As things evolve, we are about to start another 30-year period, a new era of doing ASW differently — and it's going to require the hard work of some very special people.

All Hands: What is your most memorable ASW experience?

I recall, even now, the exhilaration when it all comes together during an ASW operation. You count your blessings — the sensors are tracking, the aircraft are flying and everything is working.

Once during a major fleet exercise the ship I commanded was holding a very long range contact, and the validity of that contact was being doubted by the authorities for whom I was working. I was directed to break off prosecution and return to plane guard station. I was resisting that order as much as a ship's CO can resist, because I knew the sub we were holding contact on was a very important one and I had great confidence in my sensor system, and in my people. I *knew* we had the sub cold. Meanwhile, pressure from the flagship to break off contact persisted. Just at that time we vectored another helo from the carrier to mark on top of our contact and, as he marked on top, the radio operator spotted a "feather," which meant that he had seen the periscope. That removed all doubt that what we were tracking was actually a sub. But the best part was that in the right-hand seat of that helo was the Chief of Staff, and he lost no time in cancelling our orders to return to plane guard station!

If you get good at it, ASW offers unparalleled professional satisfaction. □

The silent hunters

The men and women who work in anti-submarine warfare serve on the water, under the water, in the air and on land. Some of them operate electronic surveillance and tracking gear, searching for submarines in the world's oceans. Some are researchers, studying the nature of undersea acoustic emissions. Others handle ordnance — missiles, bombs, torpedoes and mines — in the ASW effort. Also in ASW are pilots, naval flight officers and tactical coordinators who interpret complex data from a variety of sources. The following stories introduce just a few of the individuals who serve the U.S. Navy in the exciting and dangerous field of anti-submarine warfare.□

AO1 Randy Jackson

Story and photo by JO2 Mike McKinley

As attack platforms, the Navy's anti-submarine patrol planes carry a sophisticated array of weapons. It is the job of the aviation ordnanceman to handle these armaments and to repair, install and operate the aviation ordnance equipment. Working with the weapons systems on board these specialized aircraft are some of the most safety conscious and well-trained men and women in the Navy.

"We are the number one shop in the hangar," said Aviation Ordnanceman 1st Class Randy Jackson, an ordnance shop supervisor with Patrol Squadron 49 at Naval Air Station Jacksonville. "I know my people won't make any mistakes."

These are very reassuring words when one considers that Jackson and his crew of 13 ordnance personnel are responsible for helping air crewmen install 2,000-pound bombs, mines, missiles and torpedoes on the P-3C *Orion* anti-submarine patrol planes of the squadron.

"My greatest satisfaction," said Jackson, "is to walk out on the flight line and see how safely and professionally our people have loaded the aircraft."

For Jackson, a six-year Navy veteran from Texas, the constant and thorough training of his people finally pays off out on the flight line. "In-shop training is the big thing," said Jackson, "especially when you work with armament systems. It's important that you train, train and train some more." He joined the VP 49 "Woodpeckers" in 1986, after serving with air squadrons at NAS North Island, San Diego, and NAS Beeville, Texas.

Jackson said the mission of his shop is to maintain and repair elec-

tronic weapons systems and to assist P-3 air crews in loading weapons on their aircraft.

The P-3 *Orion* can carry a varied load in the weapons bay. The internal load can include two depth bombs and eight Mk 46 torpedoes. Under the wing loads may include six 2,000 pound mines or various mixes of torpedoes, bombs, rockets or anti-ship missiles.

Working with weapons systems leaves little room for error on the part of those technicians who are responsible for them. "At VP 49 we have a lot of inspections," said Jackson, "and continual pilot, crew and shop training."

He said that his shop members not only practice *their* weapons loading

procedures, but also ensure that the air crews are properly drilled as well.

In addition, Jackson and his team train in trouble-shooting electronic problems that may occur in the weapons systems. This requires staying abreast of all the new technologies. "To make it in the AO rating," he said, "you have to study your manuals. This study is ongoing — there is always something new to learn."

AOs may also perform collateral duty as a photographer while on patrol. Trained by photographer's mates, AOs are taught the rudiments of photography in order to photograph an opponent's ships or subs for intelligence purposes.

Also, AOs are responsible for activating and releasing sonobuoys from the aircraft. The sonobuoys are dropped into the sea at various locations to detect sounds emitted by a submerged submarine.

"I like being an AO," said Jackson, "but I get a little nervous when new, inexperienced people join my shop right out of 'A' school. I know they can do the job — once they are trained — but when they first get here they don't know the weapons that well, and it's my job to train them well enough so that I won't be nervous."

Although some AOs are flight qualified and are assigned as air crewmen on board the P-3s, Jackson doesn't have a flight NEC and drolly refers to himself as a "ground pounder." And though he spends the majority of his time on the ground, Jackson is happy just to be working with the crews and the aircraft of VP 49, a recipient of the Battle "E" in 1987.

Jackson clearly enjoys his work and hopes to be selected for the warrant officer program. "There is no way you can beat VP 49's performance," he said proudly. □



McKinley is a staff writer for All Hands.

OTA1 Traci Cox

Story and photo by JO2 Tim Boyles

The road to building 2700 at Naval Air Station Whidbey Island, Wash., takes you from the base's airfields to an area devoted to oceanographic systems.

Far from the A-6 and EA-6B aircraft, maintenance hangars and all the pilots, navigators and repair people — yet close enough to hear the roar of jets — this corner of the base was, at one time, devoted to the recreational aspects of Navy life such as softball, camping, cookouts, beach-bumming and other leisure time activities.

Ocean Systems Technician Analyst 1st Class Traci Cox travels the road daily. The Naval Facility in building 2700 where she works is like a classroom. The subject of study covers 75 percent of the world's surface — the oceans.

"We're trying to better understand the ocean so Navy people who work there can do their jobs better," Cox said.

The OTA rating is relatively new to the Navy. According to Lt. Cmdr. Larry Walker, executive officer of the year-old facility, it was not developed until the mid-1950s, when the Navy recognized the need to better understand its operating environment.

"The knowledge just didn't exist before," Walker said. "We knew very little about the ocean."

Cox said OTAs are basically researchers. "We're interested in acoustic transmissions in the ocean and how they are affected by water temperatures, salinity, currents and other factors."

Hydrophones on the ocean floor gather such information. Collected data is fed to naval facilities for analysis. Previous research has shown

that each ocean noise, generated in or by the ocean, creates a distinct sound pattern. OTAs are responsible for finding out what effect the ocean environment has on these sounds.

Information collected by Whidbey Island Naval Facility, one of five West Coast NavFacs, is fed to an evaluation center on Ford Island, Hawaii, for distribution to fleet users, Cox pointed out. Norfolk serves as the evaluation center for the six East Coast NavFacs.

Cox talks about her job, and about the ocean itself, with obvious excitement.

"There's something to learn every day," said the 28-year-old Florida native.

By early afternoon, her uniform shows the effects of the day's work. On an otherwise impeccable summer uniform, there are a series of marks from pouring over "enough paper work to wallpaper an average-sized room." Cox said, "It's a real



drag working in whites."

In her job as the leading petty officer for the quality assurance branch, Cox is responsible for reviewing data collected by the previous evening's watch.

"We're kind of like watchdogs," she said. "We're responsible for making sure the work the watch section does is correctly filled out and sent to the evaluation center in a timely manner." Laughing, Cox said, "Everyone hates us."

Her XO has high praise for Cox. "I think she's an outstanding petty officer," he said. "I've seen her advance from apprentice analyst to senior subsystems operator to the watch coordinator of the whole shooting match."

Because they number about 1,500, OTAs and their systems officers often find themselves working together at different duty stations. Cox and Walker previously were stationed at Ford Island. Walker said that, based on his previous experience working with her, Cox was handpicked to be a member of the new facility at Whidbey.

Cox said the OTA rating is a highly technical one. Training and evaluations continue constantly — even after graduation from an 11-week "A" school.

"We have to prove ourselves over and over again," Cox said. "Every time we report to a new command, we're tested on our rating knowledge and ability."

This testing is done by referring to a series of oceanographic qualifications standards. Cox compares these to the personal qualification standards administered in the fleet.

"OTs can't afford to be stagnant in their technology or the way they process information," Cox said. "We're studying the ocean, and it's changing every day." □

Boyles is assigned to PAO, NavAirRes-For, Whidbey Island, Wash.

AW1 James Whetzel

Story and photo by JO2 Mike McKinley

"The responsibilities for an AW in the LAMPS community are enormous," said Anti-submarine Warfare Technician 1st Class James Whetzel, assigned to HSL 40 at Naval Air Station Mayport, Fla., "and you are part of an elite group on the ASW team."

Whetzel said that the main mission of the LAMPS and its crew is to localize any contact picked up by the helo's parent ship. This is done utilizing passive means. That is, not letting the contact know that the helo is there. "While tracking a contact we are in constant communication with the ship through a data link," he said. There is a steady flow of information between the ship and helo. "The ship can control certain components in our helo through the data link," Whetzel said.

With eight years of AW experience behind him, Whetzel, who is also an AW instructor, feels that being sensor operator on an SH-60B *Seahawk* is both demanding and extremely challenging. On the *Seahawk*, Whetzel is responsible for monitoring *all* the electronic detection gear; on a larger, long-range patrol plane, that gear could only be properly handled by several AWs at various stations.

"You are the only AW on a *Seahawk*," Whetzel said, "and you are required to operate and monitor all sensing devices. This includes radar, magnetic airborne detection equipment, identification friend or foe systems and electronic support measures gear."

Whetzel said in the AW field a sailor really has to be well-rounded and can't get behind in the ever-changing technologies that must be learned to stay proficient in the rating. "You have to stay on top of things all the time," said Whetzel.

"It's not a field where you can stand still professionally, relying strictly on previously learned skills and techniques and still expect to do well. The submarines and ships you have to track are always changing."

The job of tracking subs or surface ships can, at times, get monotonous for the AW during a four-to-five-hour patrol that can sometimes take the crews 100 miles away from the ship from which they operate. But according to Whetzel, you never let down your guard and when you pick up a submarine contact, "everything comes right into focus and you say to yourself, 'I don't want to lose it.' You fully realize that this sub is capable of hurting a lot of people and it's our job to maintain tracking, whatever it takes. That sub commander knows that we know where he is and that we have the capability of stopping anything he tries to do."



"Sometimes when you're tracking a sub," said Whetzel, "there may come a point when the sub surfaces. And if you have ever seen a huge submarine come up through the water, in the middle of the ocean, where there is nobody around except your helo, hovering at 3,000 feet, and this giant metal mass breaches up through the water . . . That's exhilarating and exciting for anyone who sees it." It is during times like this that Whetzel, a key player in a high-tech drama of global implications, feels a bit overwhelmed.

Whetzel went on to say that the feeling of satisfaction that goes with "getting a sub," is shared by a lot of people. "It's not just one man or just that helo crew, that did it," said Whetzel, "it is a team effort all the way. Without the ship and its sensors assisting us, the helo's job would be pretty difficult. And without the maintenance crews, the helo would never leave the deck. Our maintenance people do a super job — they're the best — and I'll brag 100 percent on our maintenance people."

As an AW instructor for HSL 40, Whetzel has the responsibility of training new people in the AW field. "There are times," he said, "when I feel lost. The students look at me as if I know everything," he added, with a smile, "and I *do* know a lot. But I'm human and I don't know it all. I stay busy getting them the answers."

Whetzel finds instructing an enjoyable duty. "I train students in the flight syllabus part of AW work," said Whetzel. "We utilize both the simulation trainer and actual helo flights to familiarize students with various tactical situations they might encounter and the helo weapons systems they will have to handle." He added that both he and the squadron work hard "to get these guys as highly trained as we can, so they can become a part of that 'elite group.'" □

McKinley is a staff writer for All Hands.

Lt. Richard Becker

Story and photo by JO2 Mike McKinley

"The SH-60B *Seahawk* LAMPS Mk III is the premier submarine hunter/killer platform in the Navy aviation community at this time," said Lt. Richard Becker, training and safety officer assigned to Helicopter Sea Control Wing 3 at Naval Air Station Mayport, Fla. "This helicopter really lives up to its name as a light airborne multi purpose system. It can do it all."

The *Seahawk* is used to localize subsurface contacts picked up by shipboard sensors or other sources. With a flight endurance of nearly four hours, the helo, with its electronic support gear, can stay on station for a long period of time to relocate and classify a threat. Should the need arise, the helo can also attack with torpedoes or direct other units to the enemy position for an assault.

As a *Seahawk* pilot, Becker feels that on the LAMPS side of the house, he is in the right spot to take on the greatest challenges of rotary-wing ASW. He was a pilot on H-46s and H-3s, and he enjoyed it. But he relishes the step-up in tempo of ASW operations that comes with the LAMPS III community.

"From a personal standpoint, ASW is fun and exciting," said Becker. "There is a lot of art and gamesmanship involved. Flying and detecting a submarine and being able to localize it close enough to attack, is probably the biggest and most important computer game you could ever play.

"As a ship aircraft unit," said Becker, "we work as an integrated team with the ships we are assigned to."

According to Becker, *Seahawks* deploy on four different classes of ships. They are the FFG 7 *Perry*-class frigate, the DD 993 *Kidd*-class de-

stroyer, the DD 963 *Spruance*-class destroyer and the CG 47 *Ticonderoga*-class cruiser.

During ASW operations, close communications are maintained between the *Seahawks* and their parent ships. "We do this over a two-way data link," said Becker. "This link allows both of us to transmit tracking data back and forth, so both the helo and the ship can actually see what the other is seeing." Becker said that the helo can also act as an airborne antenna, providing a communications relay for ships who desire to communicate with other ships over the horizon, which they otherwise wouldn't be able to do.

Living up to its name as a multi-purpose aircraft, Becker added that the LAMPS helo can also fill the roles of airborne command center, search and rescue coordinator and

vertical replenishment director.

As an attack platform, the helo is capable of launching sophisticated torpedoes. But, according to Becker, there are many times when the helo may be unarmed. Then the helo would act as a localizer, monitoring the targets' locations so that other units, referred to as "pouncers," can be directed in for the attack.

Becker said that coordination is the key to success in ASW. "During one of my cruises in the Med," he said, "we held continuous contact on two or more of our opponent's submarines at the same time." Becker said that this was possible through constant coordination and information feedback between other ASW aircraft, including P-3 *Orions*, S-3 *Vikings*, and surface ships. "It's really amazing to see everything come together in a tactical situation like that," said Becker. "It gives you a great feeling."

Having served in the LAMPS III community for two and a half years, Becker has praise for both the aircraft he flies and the people he works with. "We have top-of-the-line gear," he said. "The *Seahawk* was designed from the ground up for a specific, highly specialized mission: close-in ASW. It really is the premier helo for the type of work it does."

But it takes *people* to make the *Seahawk* do what it does best. "My experience with LAMPS encourages me to say that our crews are the cream of the crop," commented Becker. "These guys really know their business." Yet, it takes other behind-the-scenes personnel to keep the helo and crews flying. "We fly unbelievable hours out there," Becker stated, "and that is to the credit of the maintenance side of the house and *all* the troops that support our operations, both at sea and here at the squadron." □



McKinley is a staff writer for All Hands.

OSC (SW) Gary Mueller

Story and photo by JO1 David Masci

Even at 3 a.m., snippets of information dart rapidly through the air in the darkened combat information center of the guided-missile frigate USS *Curts* (FFG 38).

His face barely illuminated by the orange glow from an air search radar console, an operations specialist calls out bearing and range to a bogey. The sound-powered phone talker on the JL circuit announces a course and speed change.

Over the brightly-lit chart table, one speaker squawks ship-to-ship radio transmissions. A few feet away, another broadcasts on the secure voice frequency, which sounds like a musical turkey gobble.

Amid this clamor, one man steps coolly from chart table to console to status board. As the CIC watch officer, Chief Operations Specialist (SW) Gary Mueller must take in all the pieces of information, keep the big picture in his head and recommend the ship's next move.

Mueller stands the CIC watch underway in a four-section duty rotation in addition to his everyday duties. "I have to make sure comms are up and working, that publications and charts are on hand, that all the reports are getting out, that all the 'hot' and 'safe' areas are plotted, that the CIC supervisors are rotating their people properly," he said.

At any moment, the 28-year-old father of two could be pulled away from those duties to perform a highly specialized anti-submarine warfare function as ATACO, assistant tactical action coordinator.

When *Curts* prosecutes an underwater contact, the ATACO sits at a central console in CIC. Over a headset he hears the copilot of the light airborne multipurpose system helicopter and the ship's sonar supervisor, and he can see the *Curts*' surface and air search radar displays as well as those from the helo's radar and sonobuoy transmitters.

"The ATACO's job is to coordinate all the information. In time of war, I'd be the guy who is putting the attack symbols in the computer."

Gut feeling and experience are the two key traits Mueller said he needs to do his job. All of his sea time has been on anti-submarine warfare test platforms.

As part of the Pacific Fleet's ASW ready destroyer squadron, *Curts* scoured the ocean, testing the limits of the new system and its operators. "We'd go out and spend three weeks doing ASW," Mueller said.

Mueller stressed the need for each member of the ASW team to learn about the others' jobs and trust their professional judgment. He also has a jaunty, easy-going manner that can defuse some of the tension that permeates a frigate chasing an elusive, deadly enemy.

"He always has a few jokes here and there to keep the motivation going," said Sonar Technician 1st Class (SW) Bill Johnston.

With the ship's upcoming home-port change from Long Beach, Calif., to Yokosuka, Japan, Mueller said he expects a boost both in the morale and skill of his ASW team. "It sparks enthusiasm and interest when we know it's not a planned exercise where the sub has to stay in a certain area," he said.

As his latest sea tour on an ASW platform draws to a close, Mueller maintains he's in a normal career path for an OS. "Everybody has his special area," he said. "Mine's ASW and being an ATACO in particular. Mueller's upcoming shore tour promises relief from day and night vigils in *Curts*' CIC. Before he goes, he'll train his relief in the critical billet, passing down nearly five years of successfully applying gut feeling and experience. □



Masci is assigned to NIRA Det. 5 in San Diego.

STG1 (SW) Danny Bouchard

Story and photo by JOSN Michael Riess

"It's a lot like a video game, only it's for real, and it's a lot more important," said Sonar Technician 1st Class (SW) Danny Bouchard. He was referring to pinpointing the location of submarines, part of his job as sonar supervisor aboard USS *Moosbrugger* (DD 980).

Bouchard, a native of Boston, joined the Navy in July 1983. "I always knew I wanted to be in the Navy, but when I first enlisted, I wasn't sure exactly what I wanted to do," he recalled. "I wanted a job that would be a challenge."

Bouchard found his challenge in the sonar technician rating. He spent his first 18 months in the Navy attending schools ranging from STG

"A" school to Winch Maintenance "C" school. Then, he received orders to *Moosbrugger*, homeported in Charleston, S.C.

The "Moose," considered a state-of-the-art, anti-submarine warfare platform, is equipped with a full ASW suite. The AN/SQQ-89 integrated ASW system is composed of the AN/SQR-19 tactical towed-array sonar, AN/SQR-53B hull-mounted sonar and AN/SQQ-28 acoustic processor.

According to Lt. Donald Babcock, Combat Systems Department Head for *Moosbrugger*, this equipment is the most advanced underwater detection system ever developed. It takes a special sailor to operate such gear.

"I was trained in STG 'A' school to operate the three components that make up the 89 system," Bouchard said.

Bouchard and his wife, Michelle, went to Charleston in 1985. He began working as a sonar technician and operator. "From there," Bouchard said, "I moved up to sonar supervisor, in charge of the whole sonar suite."

Bouchard had already learned to operate most of the sonar equipment aboard *Moosbrugger* when a new opportunity arose. "I did on-the-job training to operate the Mk 116 system, which is underwater fire control," Bouchard said. "Basically, the system takes all the information from sonar and compiles it to give an overall picture of what's going on."

Bouchard finds his job exciting because ASW is never the same from day to day. "The basic fundamentals of ASW are going to remain constant, but no two exercises are ever the same," he said. "Every day is a new challenge, and to me, that keeps my job satisfying and always interesting."

Babcock described Bouchard as "the best example of what makes *Moosbrugger* the outstanding ship it is: dedicated professionals."

"I take a lot of pride in the job I do," Bouchard said. "I was raised with the understanding that when you are given a job to do, you do it the best you can and that's the attitude I've taken since I've been in the Navy."

"If you think about it, every job in the Navy is important, and I try to project that attitude to my peers and the people I work with. You've got to want to do what you're doing. If you don't, you're going to come up short, and you'll never win the game, whether it's video or for real." □

Riess is assigned to NAS Guantanamo Bay, Cuba.



Lt.Cmdr. Cliff Broughton

Story and photo by JO2 Mike McKinley

"Coordination is the key to success for ASW," said Lt.Cmdr. Cliff Broughton, operations officer for VS 30, a carrier-based ASW squadron from Naval Air Station Cecil Field, Fla. "The S-3 *Viking* community has evolved its tactics to work well with any ASW platform, whether it be LAMPS helos or surface units."

A key member of the four-man crew on the S-3 *Viking* patrol plane flown by the VS 30 "Diamondcutters," Broughton is designated as a naval flight officer (NFO) and as such is in charge of coordinating tactics from his aircraft when a sub contact is made. In this capacity, he knows the importance of cooperation with other ASW units.

"It is very difficult for one unit to maintain contact on a submarine," said Broughton, who hails from Pensacola, Fla., "so we have to put more than one asset on top of one submarine and coordinate those assets to maintain contact. The more sensors you have, the more data you have."

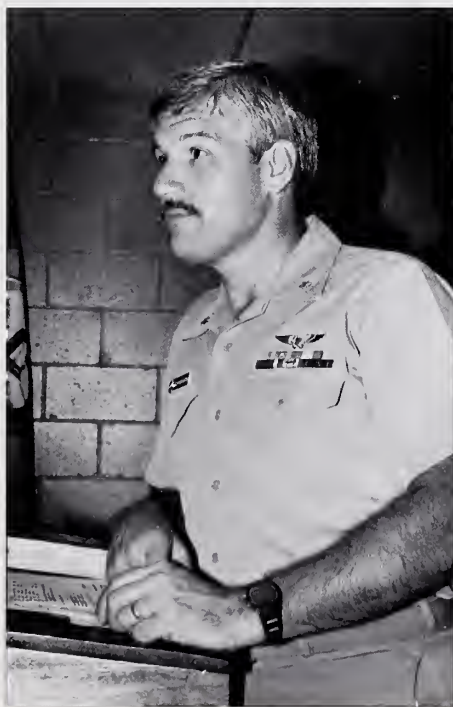
According to Broughton, a submarine search scenario depends on many different factors, including type of target, water conditions and weather. And, you have to adjust your tactics to the target and the environment for the highest probability of detection. "If you are looking for a nuclear target, which emits a very characteristic noise," said Broughton, "a sonobuoy search would be used. Sonobuoys would be dropped in patterns designed for the best probability of contact on the target." The S-3 *Viking* can carry up to 60 sonobuoys.

"If the target is a diesel sub," said Broughton, "which doesn't emit a detectable noise when running on batteries, then a non-acoustic search

is made, taking advantage of the times the sub would have to snorkel in order to charge its batteries, utilize its radar or put up its periscope seeking a target of its own."

Broughton said that all ships and aircraft involved in a search use every sensor they have to maintain contact with the target. "You have to set up electronic search measures so that you will gain contact if the target emits its radars," said Broughton, "and you have to use your radar in different modes to make sure you search the area without compromising your plane or ship's position." There would also be random dipping of sonars by helos and coordinated visual searches as well, Broughton added.

As part of the ASW team, Broughton feels that the S-3 *Viking* is the primary ASW platform when deployed on a carrier. According to



Broughton, the S-3 is designed for short range patrols in direct support of a battle group. "The S-3 is mainly tasked to operate from 10 to 200 nautical miles," said Broughton, "although we are capable of much longer ranges."

The missions of the S-3 *Viking* flown by VS 30 are varied. "Although the S-3 was originally intended to be a straight ASW aircraft," said Broughton, "it has, over the years, taken on other missions along with its ASW duties. The S-3 also handles over-the-horizon targeting, anti-surface unit warfare and mine warfare."

Broughton said this versatility makes flying S-3s exciting. "It requires you to be an expert in numerous areas," said Broughton. "You have to be able to track subs, do tactics for delivering ordnance on top of a maneuvering submarine and be able to drop mines in the right places and in the right holes. It's really a tremendous challenge to keep up with all the missions the aircraft is tasked with."

As an attack aircraft, the S-3 *Viking* is equipped to carry general-purpose bombs, rockets, missiles and torpedoes. Their use is governed by specific guidelines known as rules of engagement. "The ROE determines when and how to attack," said Broughton, "there is a criterion for attacking a target and you know before you fly what that criterion is. It is not something you dictate yourself but is made quite definitive in the ROE publications."

Broughton feels that the S-3 community offers any pilot, NFO or AW a bright, exciting future. "I think that the S-3, right now, is the most versatile aircraft in the fleet," he said. "Because of its multifaceted role, it offers great challenges for talented and aggressive crews." □

McKinley is a staff writer for All Hands.

AW2 Jeff Solomon

Story and photo by JO2 Michael McKinley

"After a six-hour mission you feel tired and you think your face is glowing green from watching the screen," said Aviation Anti-submarine Warfare Technician 2nd Class Jeff Solomon, "but this changes quickly with one blip on the screen — you pick up a sub and you're not tired then. The adrenaline starts pumping and you say to yourself, 'This sub is *mine!*' "

Flying as sensor operator on board the S-3 *Viking* carrier-based ASW aircraft of VS 30, Naval Air Station Cecil Field, Fla., provides Solomon with the challenges and excitement he expected when he enlisted in the Navy four years ago.

As a sensor operator, Solomon monitors all the airborne radar and electronic equipment used in detecting, locating and tracking submarines. "The ASW community defi-

nately provides challenges," said the Milton, Penn., native. As operator of state-of-the-art acoustic and non-acoustic tracking gear, Solomon has to stay up to date on many complex technologies and procedures. "Although it seems like we use black magic and witchcraft to detect subs," he said with a laugh, "it's really very scientific.

"You never stop learning and you have to stay on top of ASW situations all the time," Solomon pointed out. "In addition to knowing your equipment, you also have to know submarines, inside and out."

Unlike larger ASW aircraft, such as the P-3 *Orions*, which have three sensor operators on board, two for acoustic sensing and one for non-acoustic, the S-3 *Viking* carries only one AW in the four-man crew.

This crew is made up of pilot, co-

pilot, tactical officer and sensor operator. "In the S-3, I have to do the job of the three AWs on a P-3," Solomon said. "I'm the primary radar operator and the only person who has the required expertise on the acoustic side of the house," he added.

It is the AW's job to supply the tactical officer with high-quality information quickly, as he gets it from his screens, so that the officer can make the right decisions that will enable the crew to track the target. "I have to know both acoustic and non-acoustic sensors to contribute to our team's effort.

"The feeling of actually detecting a submarine — especially one that isn't one of our own — is incredibly exciting," said Solomon. "During the year and a half from the time I entered the Navy and finally got to a fleet squadron, it seemed that all we did was simulate contacts," Solomon remarked, "but when you finally pick up that first contact, and it turns out to be an opponent's sub, it gives you a warm, fuzzy feeling," he said with a sly smile. It is questionable that the "contact" feels the same way.

According to Solomon, most of the flying done by the squadron while at Cecil Field is for training purposes. "We fly exercises all the time," said Solomon, "both here and while on deployment with a carrier within a battle group. But, primarily, while shore-based, we fly to keep current and proficient in the aircraft, so that when we deploy to the fleet, and the 'real thing,' we will be ready. We have to stay aggressive, no matter whether we're training or on deployment."

For AW2 Solomon, the S-3 community and VS 30 is where he wants to be. He feels that he has found his niche in the ASW jet pipeline. "I'm an S-3 man," Solomon said proudly, "and I think I'm here to stay." □

McKinley is attached to All Hands.



STSC (SS) Allan Williams

Story by JO1 Melissa Lefler

Chief Petty Officer Allan Williams is a close-mouthed and cautious man, a listener rather than a talker. In his business, that can be a distinct advantage.

For the 120 or so men aboard William's boat, the fast-attack submarine USS *Hyman Rickover* (SSN 709), being quiet is a way of life. During a patrol, keeping quiet aboard *Rickover* allows Navy submariners to hunt rather than be hunted — that is the essence of anti-submarine warfare.

"Basically, quiet is our bread and butter," said Williams, a sonar technician who is the sonar division's leading chief petty officer. "If we are a noisy boat, there is no way we can get into position and do what we have to do."

One factor that contributes to quiet while the Norfolk-homeported *Rickover* is on patrol is proper stowage of the boat's gear, Williams said. Aboard all types of ships, tying down the equipment prevents damage and personal injury. On submarines, loose gear may bang around loudly, he pointed out, allowing the "wrong people" — on, above or below the surface — to detect their location.

But being quiet is only one part of the job. Finding those who aren't so quiet is the other part.

Sonar is the first link in the boat's ASW chain of information that leads to detecting, and eventually neutralizing, enemy subs, Williams explained. "First you have to find the contact. If you can't find it, you can't localize it; if you can't localize it, you can't shoot it," he said. "Without our information and the correct judgments sonarmen make about speed, bearing and direction of the contacts, there is nothing for anyone

else to track — plotting and fire control solutions can't be developed," he said. "Our data helps fire control come up with solutions so our boat can get in position to shoot [torpedoes] if it has to."

Therefore, Williams spends most of his waking hours in the "sonar shack." Gauges, scopes and electronic read-out boxes are mounted on every available inch of bulkhead, including the overhead, and they produce an eerie green glow which barely illuminates this 10-foot by 5-foot cubbyhole.

In the sonar shack, the center passage is barely wide enough for one man to walk through. And for Williams, passageway width isn't the only problem. At 6 feet 3 inches, he is five inches taller than when he joined the Navy in 1973 at age 17. His head grazes the overhead in the



Photo by PH1 Chuck Mussi

sonar shack and throughout most of the rest of the boat.

Williams is able to make the best of his situation though, as are most submariners. "There are a few comforts living aboard a submarine. The privacy of your rack in one, and being able to wear tennis shoes — called 'underway' shoes — and 'poopy' suits [comfortable dark blue jump suits] is another."

But when 120 men live in close quarters for many months at a time, everything is at a premium and must be shared, Williams said. This familiarity breeds a special type of closeness, he added.

"These guys take a lot of pride in being submariners," Williams said. "They tease each other, give each other a hard time. But if someone outside this submarine gives one of our guys a hard time, the same guys who were teasing him on the boat will jump to his defense — if you mess with one of us," he added, "you mess with 120 of us."

"I know the guys on board this boat better than I know my own family."

Williams winces a bit at that remark, because extended periods of time away from the family is a major drawback to sub duty.

Yet in spite of the separations from his family, which sometimes occur with short notice and are cloaked in complete secrecy, Williams said he wouldn't trade his duty station for something else.

"This boat is the quietest I have been on," he said, "and I take pride in that, because the sonar division helps monitor our ship's noise."

"We know we can do what we have to do, go where we have to go, and they will not be able to find us," he said, with obvious pride. "We just disappear into the void." □

Lefler is attached to NIRA Det. 4, Norfolk.

ASW Surface





Photo by PH2 Trenton James

Story by JO1 David Masci

"The beauty of the AN/SQQ-89 system," said the sonar technician serving aboard the guided missile frigate, "is that we can prosecute over the horizon. The Soviet boomer doesn't even know we exist before we're on top of him with the helo. Once we've spotted him — and he doesn't know he's been spotted — then the fun starts."

Surface sailors take a lot of satisfaction in being able to get the jump on Soviet submarines. It's supposed to be the other way around: the sophisticated, quiet, virtually invisible submarine can lurk undetected under an impenetrable blanket of ocean, ranging silently around the globe.

But Navy technology takes away the inherent advantage of the submarine.

"At the 89 console, I'm staring at four screens of information, searching through 43 beams," said one surface ship's sonar technician. "If I get a 'sniff' in one beam, I'll magnify the display for a closer look and tell the sonar supervisor."

If that "sonar sup" agrees with the operator's analysis, he informs the anti-submarine warfare evaluator.

The ASWE may then call for launch of the ship's LAMPS III helo.

The helo will work off the FFG's towed-array bearing to the sub; guided by that data, the helo drops its sonobuoys. That's when the second major component of the 89 system comes into play: the AN/SQQ-28 sonobuoy processor.

The raw sonic data from the sonobuoy is filtered through the 28 system to the shipboard 89 system.

"When a buoy comes up 'hot,' I just push one button and I'm configured for the 28," said one sonar technician. "Everybody's excited, from the ASWE on down. Even the captain's in the sonar control, staring over everyone's shoulders."

Everyone gets caught up in the excitement of the sub hunt. "Time just rushes by," said the ST. "By the time I get a chance to relax, it's almost six in the morning, and my relief is tapping me on the shoulder, anxious to get a piece of the action."

For the surface fleet's ASW experts, that action is in the high-tech sonar suite. □

—Masci is attached to NIRA Det. 5, in San Diego.



Photo by PH2 Trenton James

Preceding page: USS *Moosbrugger* (DD 980) under way, as a sonar technician monitors his equipment. Top: The AN/SQQ-89 ASW suite on USS *Curts* (FFG 38). Above: STG1(SW) Steve Johnston prepares to release a *Nixie* torpedo decoy system during an anti-submarine tracking exercise. *Nixie* helps prevent the destruction of a ship by enemy torpedoes.



Subsurface

"There are two types of ships: submarines and targets."

The words of an electronics technician, speaking aboard a nuclear-powered attack submarine, provide a fundamental assessment of the maritime world that may seem like a gross over-simplification, but from the perspective of ASW, that assessment has the ring of deadly truth.

Life for the sailors aboard a U.S. Navy hunter-killer SSN is totally controlled by the fact that they are on a submarine and everything else in the water is a target. Their daily routine is dedicated to the quest to locate, identify and take appropriate action in regard to those targets.

Under way, the sonarmen are typically divided into three duty sec-

tions, spending six hours on watch, 12 hours off, 24 hours a day, seven days a week. Training, sleep and all personal business have to be taken care of during the off-duty period.

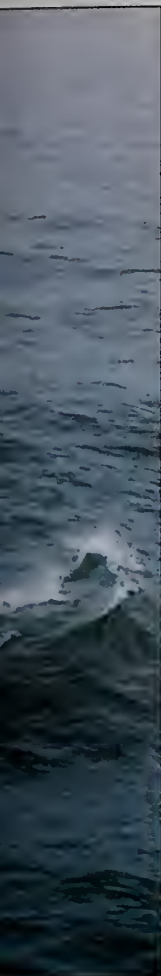
Rotating through an 18-hour day, rather than a 24-hour day, requires major adjustments at first. The typical sonarman, fresh out of Navy sonar technician school, will take nine to 12 months to qualify on the SSN's sonar gear and usually more than a year to become fully qualified and acclimated as an SSN sonar watch-stander.

A significant adjustment is also required if individuals are to endure long undersea deployments and the total isolation from the outside world that results. "Surface craft get

mail," said one ST. "But we're submerged for months at a time, and there is no mail." Messages sometimes come in, providing very basic info. "'We're alive, we love you, everything is OK,' things like that," he said. "But you can't send or receive any real mail. Some guys write letters every night, number them and mail them all when they get into a port."

There are other hardships — some shared with surface sailors, some peculiar to sub service.

But those hardships only serve to build a special camaraderie and a competitive spirit, the kind of spirit required to survive in a world made up exclusively of submarines and targets. □



Far left: The nuclear-powered attack submarine USS *Salt Lake City* (SSN 716). Left: Sailors check their plots. Below: The CO of USS *Hyman G. Rickover* (SSN 709). Bottom: Sonar technicians hunt for targets.



Photo by PH1 Robert Shanks

Photo by PH1 Chuck Mussi



Photo by PH1 Robert Shanks



Fixed-wing

The P-3C *Orion* and the S-3A *Viking* are the first-string players on the Navy's fixed-wing ASW air team.

Maintained, manned and flown by some of the most highly trained and aggressive technicians and pilots in the Navy, these specially designed aircraft, carrying state-of-the-art surveillance equipment and weapons systems, can locate, track and attack a submarine under any conditions.

As one P-3 sensor operator said, "The tracking gear we have on board, I think, puts an enemy submarine at a disadvantage. Although that sub may be out of sight — it can't hide. We know it and they know it."

Though the two aircraft differ in design, range and crew configuration, with the *Orion* being a land-based, propeller-driven, long-range patroller manned by 12 to 15 crewmen, and the *Viking* a carrier-based, jet-propelled, shorter range unit with a crew of four, their primary mission remains the same: scan the oceans of the world in a relentless search for Soviet submarines.

Of course, those submarines are well aware of the U.S. Navy's airborne ASW mission and capabilities, and have evasive tactics as sophisticated as our detection tactics. One S-3 pilot likened ASW to a mind game. "Once we have found a con-

tact, the adrenalin really begins to flow — there is a lot of excitement when we start tracking that target," he said.

"It's a 'cat and mouse' game, really. While we're being evasive, so is the contact. It's an eerie feeling," said the pilot, "and a great feeling matching your wits against the contact, especially when you beat him."

"Air ASW is an all-hands effort," said a P-3 crewman. "We work hard and train hard to keep our skills honed. We know we have to be aggressive at all times, because that enemy submarine isn't going to come to us by invitation. We have to go after it." □



Photo by PH1 Michael Lent



Far left: An S-3A *Viking*. Left: Sonobuoys are loaded onto a P-3 *Orion*. Below: An AW performs a preflight check. Bottom: An *Orion* on patrol.

Photo by PH2 (AC) Scott M. Allen



Photo by PH2 (AC) Scott M. Allen

Below: An air crewman operates the acoustic detection equipment aboard an SH-60B *Seahawk*. Right: A *Seahawk* during a recent torpedo exercise.



Photo by PH1 (AC) Chuck Dukiewicz



Photo by PH1 (AC) Chuck Dukiewicz

Helos

The SH-60B *Seahawk* LAMPS Mk III is the most technically advanced ASW hunter-killer helo in the fleet today. An SH-60B pilot referred to this helo as the "Cadillac" of helos in terms of the detection equipment and state-of-the-art acoustic sensors it carries.

"What makes LAMPS Mk III unique," said one pilot, "is that instead of being a helicopter riding along with a ship, the SH-60B is actually a *part* of the ship's weapons system."

This marriage between ship and helo combines the flexibility of a helicopter with the endurance of a ship to better detect and intercept an enemy at great distances.

Operating independently or under ship control, the *Seahawk* goes after sub contacts picked up either by its

own sensors or the ships. A data link system between the helos and ships allows constant communication between the airborne unit and battle group in ASW operations.

With a flight endurance of four hours, the *Seahawk* and its crew of three localize, classify and, if need be, attack a contact with one or both of its two torpedoes.

"The thought of that submarine being able to launch its missiles," said an AW sensor operator, "is enough to ensure that I'm going to do everything I can to not lose that contact." He compared tracking the sub and bringing about a conclusion of the chase to "running down a football field and getting ready to score a touchdown."

"This is really a thinking man's game," remarked a *Seahawk* pilot.

"It's one guy against the other — the submarine OOD and the aircraft mission commander." He added that finding a sub is sometimes easy, but he said, "Keeping on top of them is really tough on occasion. Those subs can be very worthy adversaries."

As with other ASW air crews, those assigned to the LAMPS III are proud of what they are doing and take special satisfaction in carrying out a difficult task.

"When, or if, the day comes that my helo has to drop a torpedo on an enemy submarine," said an aviation anti-submarine warfare operator, "that will give me a real sense of accomplishment. I hope it never comes to that. But I feel if it does, then I've defended my country and maybe helped save it from a nuclear catastrophe." □



Photo by PH1 (AO) Chuck Dukiewicz



Photo by PH1 (AO) Chuck Dukiewicz

Left: Air crewmen of Helicopter Squadron (Light) 43 perform a preflight check on their LAMPS Mk III helo. Above: A LAMPS patch.

The 'first team'

When the conflict gets close to shore, Mobile Inshore Undersea Warfare units have to be ready to go anywhere in the world — in hours.

Story and photos by Cmdr. Tracy D. Connors

Here's your mission: provide surveillance of vital inshore waters, and report all threats by enemy submarines, ships and boats. Look for mine-laying activities and possible insertion of swimmers by the enemy. Be ready, at the ramp, to do this anywhere in the world on 48 hours' notice. And one more thing — you must be operational within two hours of your arrival and be virtually self-sufficient.

This is precisely the job of Mobile Inshore Undersea Warfare Units. MIUWUs (pronounced "Mew-yews") belong to the Naval Surface Reserve Force and each of the 23 units is manned by 72 reservists.

"There is no active duty component that fulfills your mission," said Rear Adm. Maurice J. Bresnahan to assembled leaders of the Inshore Undersea Warfare Force at a recent conference. As Commander Naval Sur-

face Reserve Force, he's in a position to know how important the MIUWUs are. "There is no one else to fall back on," Bresnahan said. "You are the first team."

A 72-member MIUW unit, using gear costing about \$3.5 million, is able to perform essential inshore and shallow water anti-submarine warfare and surveillance missions that otherwise might require a frigate or destroyer, tying up a \$400 million dollar asset and more than 350 active duty personnel.

Thus, MIUWUs are force multipliers — for surveillance of harbors, choke points and naval operating areas — giving the Navy more return for its dollar and freeing fleet units for higher priority missions.

The heart of an MIUW unit is the AN/TSQ-108 radar and sonar surveillance control van. The van is a highly compact and mobile combat information center equipped with its own surface search radar, sonar processor, and a variety of communications equipment. Using its radar and taking sonobuoy data from the sonar recording system, the MIUWU offers both surface and subsurface surveillance. The unit also provides tactical communications and coordination.

A MIUW unit loads its radar and sonar surveillance control van in preparation for a mission.



The interior of the van looks like a combat information center, equipped with a plotting table and a range of displays. A rotating watch team of six to nine people evaluates significant information and reports it to higher authority. With a "ship's" course and speed of zero, the MIUWU team functions as a CIC watch, underwater battery plot, radio central and bridge watch.

Each MIUW unit also has an extensive inventory of field equipment, which includes trucks and jeeps, generators, tents, messing and repair facilities — in fact, everything needed to make each unit a virtually self-contained command.

The demands for MIUW force deployments in support of multi-service and special operations have in-

creased dramatically during the last six years. In the past two years, MIUW units have been deployed worldwide.

MIUW forces may also be tasked to provide logistic, administrative, and limited medical support to other forces assigned to them, such as U.S. Coast Guard port security units, mobile diving and salvage units and explosive ordnance disposal units.

There are now 10 MIUW units on the West Coast and 13 on the East Coast. But because the Inshore Undersea Warfare units have proved to be so cost-effective and rapidly deployable, the Navy is funding expansion of the program. By 1990, five more MIUWUs will be commissioned. Eventually, another 11 are planned, for a total of 39 units.

The MIUWUs face a big change in 1990, when operational command of the units is scheduled to be transferred to Commanders Surface Forces Pacific and Atlantic.

"I charge you to get ready for that transition," Bresnahan said in his address. "They view your role as deadly serious business and you will receive close attention, because you represent a significant component of their war fighting capacity. There will be a keen awareness on their part that all of their MIUW assets are in the Naval Reserve." □

Connors is the Public Affairs Officer for the Inshore Undersea Warfare Force.

On deployment, a MIUW unit sets up its equipment in the field.



Surface ready

Pacific Fleet ships find ways to save the Navy money during intense training exercise.

Story and photos by JO1 David Masci

Keeping ships' crews well-trained on a shrinking budget has posed problems for Navy planning staffs worldwide.

The staff of Commander Naval Surface Group Middle Pacific has devised a multiship exercise called Surface Warfare Training Availability. SWTA helps the sailors who participate get the most out of the training dollar.

The exercise, a combination of three days in port and two days at sea, addresses all aspects of surface warfare training.

"SWTA evaluates all exercises that occur on board ship, from man overboard drills to mass conflagration training to missile firing exercises," said Lt. Ron Adamo, operations officer for Destroyer Squadron 35, a key SWTA player.

The frigates USS *Harold E. Holt* (FF 1074), USS *Robert E. Peary* (FF 1073) and USS *Whipple* (FF 1062); the destroyer USS *Leftwich* (DD 984); and the guided missile cruiser USS *Worden* (CG 18) all took part in the May 9-13 exercise in Hawaiian waters.

Seamanship, damage control, engineering, gunnery and anti-submarine warfare were all part of the SWTA 2-88 competition. Additionally, each crew was graded on its responsiveness and aggressiveness during all phases of the exercise.

The scenario placed the five ships near a fictitious Middle Eastern country where they were threatened by low-flying bombers, submarines, incoming missiles and terrorists in small speedboats.

During the pierside portion of the exercise, the combat information center watch teams solved computerized battle problems around the clock. Meanwhile, the fire parties responded to mass conflagration drills, engine room fire drills and missile hit drills. The drills were both scheduled and surprise.

Leftwich crewman Damage Controlman 2nd Class Mike Franceschina said he only got eight hours' sleep during the five-day exercise, but said the training was worth it.





Far left: SM2 Jerome Drexler uses USS *Leftwich*'s "big eyes" to read flashing light signals. Left: Crash crew members in "hot suits" simulate a pilot rescue operation on the deck of USS *Leftwich*.

a 20-foot red floating ball used as a target for 5-inch guns.

Another high point of SWTA was detection and destruction of a missile drone by a *Phalanx* close-in weapons system. A Marine Corps F-4 *Phantom* jet towed the target drone toward the formation at low altitude and high speed. The *Leftwich*'s *Phalanx* locked in on the target and spewed short bursts of 20mm shells into it at a rate of 3,000 rounds per minute. As the *Phantom* roared overhead, pieces of the shattered drone splashed into the ocean less than 100 yards from *Leftwich*.

Robert E. Peary took top honors in SWTA 2-88, by scoring the most points overall and winning in both the anti-submarine warfare and responsiveness categories.

Adamo said the exercise has saved many training dollars since supporting units like the planes and submarine accompanied a group of ships rather than one ship at a time. Adamo summed up the difference between SWTA training and refresher training. "We have real multi-ship operations, exposure to talking on radio circuits and flag hoist drills," he said. Those are things you just don't get when you're operating by yourself.

"More time for the ships to be in port is also a significant morale boost for the crews," he added.

"I don't think you can ever really replace underway days," Adamo concluded, "but until we can get the funds for all the underway days we need, this is a good way to maximize in-port training." □

Masci is assigned to NIRA Det. 5 in San Diego.

"The exercise has provided us with an opportunity to train new sailors on board who've never experienced anything quite like this," he said.

Franceschina was on board *Leftwich* when the ship was part of the Persian Gulf task force that destroyed two Iranian oil platforms suspected of being bases for mine-laying operations.

Between scheduled drills, surprise "attacks" and normal watchstanding, the grueling in-port phase prompted one *Leftwich* sailor to say he couldn't wait to get underway so things would slow down a little.

"The in-port phase is designed to be intense," said Adamo. Although the ships were moored, they simu-

lated underway conditions and the crews remained on board the ship overnight.

The fast attack submarine USS *San Francisco* (SSN 711) played hide-and-seek as an anti-submarine warfare threat. *San Francisco* was pursued by SH-3 *Sea King* helicopters and P-3 *Orion* anti-submarine aircraft.

A-4 *Skyhawk* jets conducted surface-skimming runs, trying to fly below the ships' air-search radars and anti-air defenses.

Each ship fired an ASROC anti-submarine missile at Barking Sands missile range on the island of Kauai. The salvage ship USS *Conserver* (ARS 90) towed the "killer tomato,"

It's up to you

A former POW talks about voting.

Story by JO1 Melissa Lefler

You could fight or die for a cause you had no say in choosing. That's one of the themes that retired Navy Capt. Eugene "Red" McDaniel emphasizes when he speaks to military audiences about their right — and what he believes is their *obligation* — to vote.

A Naval aviator who spent nearly six years — from May 1967 to March 1973 — as a prisoner of war in North

Vietnam, McDaniel estimates that during the past five years, he has given hundreds of lectures explaining how his POW experience led to his convictions about the importance of voting.

This year, the Naval Military Personnel Command invited McDaniel to be a spokesman for its voter registration drive, encouraging Navy people to vote and telling them how to use the absentee ballot system.

During a bombing raid over North Vietnam, McDaniel's A-6 *Intruder* was hit by an enemy missile. McDaniel ejected from his burning aircraft into the jungle just before the plane crashed into the side of a mountain.

The importance of voting while serving on active duty was something McDaniel didn't think about before he was captured.

But during his 2,110 days of captivity, he had time to reflect.

"When you are inside a communist prison, looking out through prison bars and peepholes, you have a lot of time for thought, and a lot of reason for thought. Each of us — and there were about 350 men there — came home with a commitment to get involved with the democratic process.

"When I was shot down, I was 36 years old and I had never bothered to even register to vote. But for the next four and one-half years, I wished every day that I could have."

He particularly wished he had voted in the 1964 election, before he

went to Vietnam, helping to select the decision makers: the congressmen, the senators and the president.

After he was released from the prison camp known as the "Hanoi Hilton" and flown back to the States, McDaniel immediately registered to vote in North Carolina, and says he has not missed an election since. "I believe, because of what we have at stake, military men and women should have a say in who the lawmakers are." McDaniel admits that when a person is serving in the military, especially overseas, figuring out how to have that say can be confusing. In spite of the difficulties, about 90 percent of the Navy people who voted in the 1984 presidential election did so by absentee ballot, he said. McDaniel takes pride in and some credit for the military's recent successes in convincing service members to register to vote. In the 1984 presidential elections, for the first time, a higher percentage of military people than civilians voted. About 57.4 percent of eligible military people voted, compared to about 53 percent of civilians. This is especially notable, since most military voters have to go to the extra trouble of requesting, and then voting by, absentee ballot.

To be sure you receive your absentee ballot in time for your vote to be counted, McDaniel recommends sending in the federal postcard application for an absentee ballot at least six weeks before the primary or general election in which you wish to



Photo by PHAA A.J. Norris

Retired Capt. "Red" McDaniel

vote. Every military unit should have a voting officer who can give you a postcard application, McDaniel said.

After prospective voters apply, the state will mail them an absentee ballot, which will list the names of all the candidates. However, this may present a new dilemma for a military voter who has been away from home for years, McDaniel admitted. That can make it difficult to make an informed decision about state or local candidates, especially from miles away.

McDaniel and NMPC's public affairs officer, Capt. Gordon Peterson, recommended asking relatives or friends to send hometown newspapers that have information about where candidates stand on issues. "The local media is one of your best sources," Peterson said.

For issues of national scope, McDaniel noted that the Noncommissioned Officers' Association puts out a regular report addressing the position members of Congress have taken regarding military issues, such as pay raises, benefits, defense spending and similar topics. Also, he pointed out that the *Congressional Quarterly* contains a record of how every incumbent member of Congress has voted on every issue.

McDaniel said that the Pentagon has been considering establishing a toll-free telephone number which would be available worldwide, and would give a run-down of the state and national candidates, and their positions about certain issues.

In 1983, McDaniel began the American Defense Foundation, a Capitol Hill lobby, along with the American Defense Institute, a non-profit educational and fund-raising organization. Both organizations are designed to increase public awareness of the need for a strong national defense.

The idea to form the foundation and the institute came when he decided to combine the commitment



Photo by PHAA A.J. Norris

born of his POW imprisonment with his experience as a commanding officer.

"I knew I had success motivating and leading the people on my ships. I thought I could carry that to a larger group.

"After being in captivity, I realized that the way to have the greatest impact on the United States would be to motivate young people to become part of the political process," McDaniel said.

Drawing on the contacts he cultivated during a 1979 to 1981 tour as the Navy and Marine Corps liaison to the U.S. House of Representatives, McDaniel convinced about 20 U.S. senators, representatives and other retired military officers who shared his views on defense, to serve on the institute's board of advisors. McDaniel states that the organizations are non-partisan, as well as non-profit. "National defense is not a partisan issue, because if you lose your freedom, nothing else matters."

McDaniel admits his views are shaped by the brutality of the North Vietnamese — the twisting rope torture he endured, having his hands and feet bound nightly. His conviction regarding the need for a strong defense was forged in that POW camp, as was his commitment to the importance of voting.

Up until the late 1940s, the con-

"Red" McDaniel (right) chats with a pilot about the A-6E Intruder. McDaniel flew an Intruder in Vietnam.

stitutional right to vote was suspended for those serving on active duty, McDaniel said, because soldiers and sailors were expected to follow the commander-in-chief. Voting against the President or his political supporters was not considered compatible with military service.

Although service members volunteer to take the oath to fight and die wherever their leaders send them, McDaniel is working to make sure they exercise their right to have a say in who those leaders are.

"When I speak to military voters, I tell them it doesn't matter if they vote Democrat, or Republican, as long as they vote." That, said McDaniel, is an important lesson, one he learned the hard way.

He is smarter now, he said, than when he went to Vietnam.

"I would still go [to Vietnam], but I wouldn't go blindly. If I were asked to go tomorrow, knowing what I know now, I would be more questioning. The young men and women in the military need to be a part of the process that makes those decisions; I was not." □

Lefler is assigned to NIRA Det. 4, Norfolk.

Bearings

Soviet marshal tours USS *Theodore Roosevelt*

Marshal Sergei Akhromeyev, chief of the general staff of the Soviet Union's armed forces, got a first-hand look at what the U.S. Navy is all about when he spent the afternoon of July 11 aboard the Navy's newest aircraft carrier, USS *Theodore Roosevelt* (CVN 71).

Akhromeyev's visit aboard *Roosevelt*, hosted by his U.S. counterpart, Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, was the second stop on a week-long visit to various U.S. military installations. This was the first such visit by a Soviet official since World War II.

The Soviet military leader, along with 12 other Soviet officials, was treated to a tour of some of *Roosevelt's* spaces and saw what several of the Navy's aircraft look like up close.

The highlight of Akhromeyev's visit was the 35-minute air power demonstration put on by *Roosevelt's* air wing. F-14 *Tomcats*, F/A-18 *Hornets* and A-6 *Intruders* dove, bombed and raced across the sky as Akhromeyev and U.S. military officials looked on.

Roosevelt's crew found the airshow intriguing — it was narrated entirely in Russian.

Besides Akhromeyev's visit to *Roosevelt*, he toured the Marine base at Camp Lejeune, N.C., saw Army training exercises at Fort Hood, Texas, and sat in the cockpit of a B-1 bomber aircraft at Ellsworth Air Force Base, S.D.

"I hope that after the marshal's visit, he and his party will have a better idea of the strength, and honesty of our nation," Crowe said.

When asked about his trip to *Roosevelt*, the marshal replied, "I liked it."



Photo by JO2 (SW) Gary Ross

Crowe is expected to visit the Soviet Union in the future as part of a reciprocal agreement. ■

Adm. Crowe (left) is joined by Marshal Akhromeyev (right) as they watch an air power demonstration from the deck of USS *Theodore Roosevelt*.

—Story by JO2(SW) Gary Ross, All Hands.

Prairie View A & M—producing top officers for 20 years

When Dr. Martin Luther King gave his last speech, in April 1968, saying, "I've been to the mountain top," he told his listeners that blacks would become productive members in all aspects of society.

King's ideas and dreams took a strong hold in a small, rural college in southern Texas. Though blacks had served as defenders of the nation, there were very few blacks in defense leadership roles, especially in the sea services. That was until 1968.

In 1967, plans to establish an Naval Reserve Officers Training Corps unit at a predominantly black college were initiated by the Navy. Dr. Alvin Thomas, then president of Prairie View Agricultural and Me-

chanical College, submitted an application requesting that a reserve officer training unit be established. On Dec. 15, 1967, the Secretary of Defense, Robert McNamara, announced that the Navy had selected Prairie View A & M to host the first black Reserve Officer Training Corps unit.

Prairie View A&M thus became the first black institution of higher learning to have a Naval Reserve Officers Training Corps unit, officially established March 12, 1968.

A 20-year anniversary ceremony was held last April on campus in recognition of officers such as Ens. James Tarver, the first officer to receive a Naval commission at Prairie View. The ceremony was also a trib-

ute to 10 commanders, the senior ranking Prairie View graduates on active duty, including the first graduate to attain an at-sea command, Cmdr. David L. Brewer III, commanding officer of USS *Bristol County* (LST 1198). Cmdr. Taylor Kelly, the NROTC unit's current executive officer, was also honored.

Dr. King "went to the mountain top" in 1968 and saw the promised land of a bright future for black Americans. And the future is bright for the Prairie View NROTC unit, which continues to graduate some of the Navy's top officers. ■

—Story by Ens. Karl Johnson, Navy Internal Relations Activity, Washington, D.C.

Navy commander 'takes it off' for Navy Relief

Some sailors and officers at Headquarters, U.S. Naval Forces, Europe, must have thought there was a new officer aboard in the cryptology division. In fact, when Cmdr. Glenn Bartholomew had his mustache shaved for the first time in 15 years, even his own wife, Liz, had to do a double-take.

But Bartholomew bared his upper lip for a good cause — Navy Relief.

It all came about when Bartholomew challenged Cryptologic Technician (Administrative) 2nd Class Aileen Kelly, the CT division Navy Relief representative, to raise \$150 for the fund. If she did, Bartholomew agreed to shave his mustache.

"I figured that was about a dollar for every gray hair in the mustache," Bartholomew said. "I was also kind of curious to see myself without it."

After just two days, Kelly raised \$155 and when the day of reckoning



arrived, there was standing room only in the division spaces as the barber shaved off Bartholomew's mustache.

Bartholomew's cryptology division managed to help ComUSNavForEur surpass last year's totals by nearly \$2,000. "We've more than

doubled last year's contributions to Navy Relief, thanks to Petty Officer Kelly," Bartholomew said. ■

—Story by JO2 Mark Osburn, CinCUSNavEur.

Bearings

Phosphorescent paint kits to 'light up' the fleet

The Naval Sea Systems Command has come up with a "glowing" idea — using phosphorescent paint as emergency illumination.

NavSea is procuring the glow-in-the-dark paint kits for the fleet, which will provide emergency light when all other sources of shipboard lighting are inoperable. Past events on board ships such as the USS *Stark* (FFG 31) have revealed the need to quickly identify damage control equipment and egress routes in the event of fire, heavy smoke, loss of lighting or a combination of these factors.

The phosphorescent paint will absorb energy from any nearby light source, such as incandescent or fluorescent lights. Once the source of light is shut off, the phosphorescent material will emit a light of its own. The maximum luminance is between two and three hours after the loss of light, but the phosphorescent paint remains visible to dark-adapted eyes for more than eight hours.

Tests were performed on ships in the fleet and it was determined that the phosphorescent markings were extremely useful in identifying dam-

age control lockers, fire plug stations, oxygen breathing apparatus lockers and emergency escape breathing device stowage lockers. Results of these tests have indicated the paint markings improved emergency response time.

The kits contain primer, phosphorescent paint, a protective top coating, paint rollers and pre-cut stencils.

The kits will be delivered to ships beginning later this year. ■

—Story by Suzanne Waits, NavSea-SysCom Public Affairs.

Pogy sailors build swing set, basketball court

Sailors from the San Diego-based USS *Pogy* (SSN 647) spent a day during a routine port visit at the Michelle Declines Child Care Center in Barrio Barretto, Republic of the Philippines, building playground equipment for the local children.

Volunteers from *Pogy* joined Cmdr. Dale Crisp, *Pogy's* commanding officer, and worked nearly non-stop for most of the day in the sweltering heat.

The day started early as two buses were loaded with lumber, tools and other building materials, plus canned food, clothes and toys for the local children.

Armed with rakes and shovels, *Pogy* sailors leveled the ground and removed debris. The volunteers then split into groups. While several workers began digging a hole for the basketball pole, others began constructing a swing set.

Other sailors built a basketball backboard, painted and bolted it onto the pole and added a new rim



Photo by JO2 Tim Snodgrass

and net. The sailors said the hardest part was digging the hole deep enough to support the pole, since the soil in the Philippines is mostly rock and sand. But fortunately, the sailors were ready for this and brought along a few bags of concrete mix.

"This reminds me of a project I recently completed in my own backyard just before our deployment," said Lt. Cmdr. Richard Terpstra,

Pogy's executive officer. "I built a swing and a basketball goal for my kids."

By mid-afternoon, after all of the work was completed, *Pogy's* crew took 38 Filipino children to Subic Bay Naval Station for bowling and miniature golf. ■

—Story by JO2 Tim Snodgrass, USS *Proteus* (AS 19).

Cutlasses, wings show *Peleliu's* pride

Until 1986, only a handful of enlisted surface warfare and enlisted air warfare specialists existed aboard USS *Peleliu* (LHA 5). Since then, the pride of wearing the silver cutlasses and wings that comes with ESWS/EAWS qualification has spread like wildfire.

Now, more than 300 sailors proudly display their ESWS and EAWS pins. Seven crew members are dual-qualified. According to Master Chief Master-at-Arms (SW) Thomas C. Wallace, *Peleliu's* command master chief, the key to their program's success is the ESWS and EAWS sponsors.

"The sponsor is a dedicated sailor who has taken the initiative to become qualified," Wallace said. "Then he takes it upon himself to

share his knowledge by guiding another shipmate through the qualification process. *Peleliu* and the entire Navy benefits from the program because it shows the ESWS/EAWS sailor how he fits into the scheme of things aboard the ship, how his ship fits into the 'amphibious' area, the surface force and the entire fleet. That sailor also has a better idea of his impact on the Navy. In turn, the Navy gets a more professional sailor, one who will probably re-enlist, as most of them do."

With the overwhelming success of the ESWS/EAWS sponsor programs, many sailors want to become dual-qualified. According to Wallace, the only condition of dual qualifications is that a sailor must first qualify in his primary warfare specialty.

"For instance, a sailor with a surface rating must first qualify as a surface warfare specialist before he pursues his air warfare," Wallace said.

With more than 300 sailors already qualified, one may think the qualifications are easy to get. "Not so," said the command master chief. "A sailor in today's 'gator Navy' is required to know more. Our warfare-qualified personnel on board are true professionals who know *Peleliu*, themselves and the capabilities and limitations of both. But more importantly, they know who they are — the best." ■

—Story by JO2(SW) Jerry Helm, USS *Peleliu*.

Mahan is tops in ASW and AAW competitions

It can be lonely at the top — but the crew of USS *Mahan* (DDG 42) takes pride in its position. The guided-missile destroyer recently won its 10th consecutive anti-submarine warfare award and its eighth consecutive anti-air warfare award in the 1988 mission area awards cycle.

This makes *Mahan* the only surface ship in the Navy to currently hold this many consecutive awards in ASW and AAW, according to Paulette Brooks, Naval Surface Force, Atlantic, readiness assessment supervisor. The awards are made for 18-month cycles of competition.

"It took a lot of work on the part of a lot of people," said Chief Sonar Technician G (Surface) (SW) George Holden, leading chief of *Mahan's* ASW division. Holden said many crew members who contributed to winning the latest awards trans-

ferred during the time of the competition. "It was in the back of all our minds that we didn't want to blow it and let our shipmates down."

On the AAW side, Senior Chief Fire Controlman (SW) Hamilton Shattuck, *Mahan's* weapons coordinator, said, "The ship's excellence in the AAW realm is due the technicians' dedication to making the systems work."

To win the ASW and AAW awards, *Mahan* had to excel in a series of exercises in specific areas, participated in by all fleet ships in its class. At the end of the 18-month cycle, all ships in the fleet were evaluated.

Many of the exercises required time at sea. Despite a 10-month regular overhaul last year, *Mahan* managed to schedule enough of the required exercises to maintain its record of combat readiness.

"Some of the exercises we could

simulate in trainers, and others were held in a school-like atmosphere," said *Mahan's* sonar technician, STGCS (SW) Courtney Godsoe. "Timing the others around the overhaul was tricky. Many ships don't get the award because of a yard period."

Mahan also received awards for damage control readiness, the ship's fourth consecutive award in command, control and communications, and its fourth consecutive award in electronic warfare. Mission area awards also contribute points toward the battle efficiency award.

"Training is the key," said Cmdr. Robert O. Crawshaw, *Mahan's* commanding officer. "Combat readiness is our mission. We have some of the most highly skilled, competent technicians to be found anywhere." ■

—Story by JO2 Mark Lytle, USS *Mahan*.

Bearings

Deaf Navy employee is also world class athlete

When Connie Johnston breaks from the pack in the 100 meter hurdles she's not distracted by cheers from fans or any external noise. She's fine-tuned her concentration to an inner vitality that wills her to victory.

You can't tell Johnston is deaf as you watch her compete. She recently took first place in the 100-meter hurdle and the high jump at the National Track and Field Championships sponsored by the Deaf Athletic Federation of the United States. Her scores qualified her to participate in the 1989 World Games for the Deaf.

Johnston, a college student, participated in the Utilization of the Handicapped Program, which is designed to "mainstream" handicapped individuals throughout Department of the Navy facilities. Only five students nationwide were selected for the initial test program and Johnston is proud to have been chosen. "Deaf people don't have to be separated from the hearing world," she said, "just given the opportunity and some help — the same things anyone else would need." Johnston chose the Washington, D.C., area for her student job, as she has friends in nearby Maryland.

Johnston worked in the Navy Department's Office of Civilian Personnel Management (Labor & Employee Relations Division) where she was part of the administrative staff. As a summer intern she learned all facets of office operations including word processing. She is particularly fond of working with the computer. "I can get my words and thoughts together to communicate better with those who don't know sign language," she said. Johnston also maintained her rigorous training schedule during the summer by



working out at the Gallaudet University track. Gallaudet University is the only college-level school for the deaf.

Johnston won a gold medal for high jump in the 1985 World Games for the Deaf in Los Angeles, and was the female track athlete of the year in 1987 for the American Athletic Association of the Deaf.

Johnston attributes her athletic prowess to her family and especially her parents. Her father, who is also deaf, works for the Air Force in Berkeley, Calif. Although no longer a competitor, he was a track star in college. Her mother excelled in shot put, the high jump and other track events. Her brothers compete in football, soccer and wrestling. Her twin sister plays basketball and interprets for Johnston during practice sessions and games. "Only my youngest brother hasn't shown any sport preference yet — but he's still young," she said.

Besides pursuing athletics, Johnston's majoring in secondary education. Her goal is to become a high school teacher and a coach. Johnston would like to teach in a deaf school, but is quick to point out that she graduated from a public school and with the aid of an interpreter, turned

Connie Johnston excels in the high jump as well as other events.

out just fine.

Johnston is looking forward to the New Zealand games but is apprehensive about raising the travel money. Unlike the regular Olympics, there are no large corporate sponsorships for the deaf team. The athletes themselves must come up with the entire cost of the trip to New Zealand — \$4,500. If an athlete can't pay the fare, a substitute competitor must be found at the last minute — and there just aren't that many world-class deaf athletes.

But Johnston knows she can't worry long. "I just have to train hard to be the best and let others concentrate on the rest."

Johnston is from Ogden, Utah, and attends Weber State College on a four-year track scholarship. Many top colleges and universities were interested in Johnston, including the Naval Academy, until they discovered her handicap.

"I'm sure that scout is still trying to get around that," concluded Johnston with a smile. ■

—Story by JO2 Cheryl C. McCartney, a reservist assigned to Naval Reserve Unit, NavInfo East, New York, Det. 102.

9

Navy Rights & Benefits



ID Cards, Commissaries and Exchanges

ID Cards, Commissaries and Exchanges

The Navy resale system — especially Navy exchanges and commissaries — has come to be an important benefit for Navy personnel and their families. And the identification card is the key that unlocks the door to good quality products at competitive prices.

Your ID card is like a special admission ticket which helps you get the most for your money. When used properly, it can open doors to a wide range of education, health, entertainment and other benefits for you and the members of your family, often at considerable savings. Possession of an ID card is a privilege and should be treated as such.

Four ID cards

Four kinds of identification cards are issued to members of the uniformed services (Army, Navy, Marine Corps, Air Force, Public Health Service, Coast Guard and National Oceanic and Atmospheric Administration) and their dependents.

1. The United States Armed Forces Identification Card, DD Form 2 (Active), is the primary source of identification for active duty military personnel. It also serves as identification for purposes of Article 17 of the Geneva Convention. DD Form 2 (Active) authorizes the holder to uniformed services medical care, commissary, exchange and special services privileges.

2. The United States Armed Forces Identification Card, DD Form 2 (Reserve), is the primary source of identification for reserve military on inactive duty or retired without pay. DD Form 2 (Reserve) has the same format as the DD Form 2 (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, when presented with other appropriate identification (i.e., orders or drill statement), gives the

holder certain privileges and benefits while on active duty.

3. The United States Uniformed Services Identification Card, DD Form 2 (Retired), is the primary source of identification for retired military personnel. An authorized holder of DD Form 2 (Retired) is entitled to all benefits and privileges, as applicable.

4. The Uniformed Services Identification and Privilege card, DD Form 1173, is used to identify persons such as a sailor's family members, eligible for benefits and privileges administered by the uniformed services not otherwise covered by the first three categories.

This article discusses only the USIP card, DD Form 1173. It also explains the Navy commissary and exchange systems which, as part of the Navy family's total benefit package, helps boost your purchasing power. DD Form 1173 provides access to those systems.

The USIP card

The USIP card is the standard identification and privilege card for dependents of active duty personnel, dependents or members retired with pay (including those drawing Fleet Reserve retainers), surviving dependents of deceased retirees, dependents of deceased active duty personnel, 100 percent disabled veterans and their dependents and a few other special categories.

Authorized dependents include:

- Spouses.
- Former spouses (must meet eligi-

bility criteria established by law and be approved by sponsor's branch of service).

- Unremarried widows or widowers.
- Unmarried children under age 21 (including adopted children or step-children).
- Unmarried children over 21 (incapable of self-support due to a physical or mental incapacity and approved by sponsor's branch of service).
- Unmarried children between 21 and 23, attending college full time.
- Parents (or parents-in-law) dependent upon the sponsor for more than one-half of their support and approved by the sponsor's branch of service.

The USIP is recognized by all activities of the uniformed services. Privileges may be modified in areas with limited facilities. In general, facilities are open to cardholders depending on the availability and adequacy of the facilities.

In certain overseas areas, treaties, Status of Forces Agreements and other military base agreements may place limitations on who can use local commissaries and exchanges. Ordinarily, SOFAs with foreign countries include a provision stating that only the dependents of service members who are "members of the force" stationed in the host country are eligible for commissary and exchange privileges. In other words, if you are stationed in Southeast Asia on an unaccompanied tour and your family moves from the States to Japan or the Republic of the Philippines to be in the geographic area,

ID Cards, Commissaries and Exchanges

they may not be eligible for commissary and exchange privileges because you are not a "member of the force" in Japan or the Philippines.

How and when to apply

Application for the USIP should be made when the Navy sponsor:

- Enters active duty for more than 30 days.
- Reenlists for continuous active service.
- Retires, transfers to the Fleet Reserve, or dies.

Application for a new ID card must be made when there is a change in status that would affect entitlement, or when the card expires, is mutilated, lost or stolen.

If you are on active duty, apply on behalf of your dependents by submitting DD Form 1172 to the command having custody of your service record. The completed application is filed in your record after the card has been issued.

You must apply for a new USIP for your dependents before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new card before you leave active duty, but if it cannot be issued in time, you will be provided with a verified DD Form 1172, which your dependents may take to any ID card-issuing activity.

Eligible dependents of deceased Navy members apply for their cards at the nearest ID card-issuing activity. Survivors of deceased active duty personnel must have their applications verified by the commanding officer or the casualty assistance calls officer.

It may not always be possible for your command to issue the USIP. This would be the case, for example, if you are not in the same locality as

your dependents. In such circumstances, you should submit an application to the command maintaining your service record to have your dependent's eligibility determined.

The form is then returned to you with instructions that it will be presented by your dependents to any military activity equipped to issue the card. The issuing activity then returns the completed application to your command for filing in your service record. Each time an ID card is issued or renewed, the dependent's record with the Defense Enrollment Eligibility Reporting System must be updated to ensure continuation of medical privileges (see the April 1988 issue of *All Hands*).

Verification

The application form, DD Form 1172, must be verified by your service record holder before any USIP is issued. Your service record holder makes sure the dependents you claim are eligible. Birth certificates, adoption decrees, education statements, divorce decrees or other documents appropriate to your application may be required.

If the eligibility of a claimed dependent is questionable, the matter is referred to the Naval Military Personnel Command for a ruling. (You should note that any determination made by the Navy Family Allowance Activity is done under NMPC policy, and should not be considered "questionable.")

If your dependent's eligibility hinges on the validity of a decree of divorce obtained by either you or your spouse from a foreign country, the case must be forwarded to the Family Allowance Activity for a ruling.

Any documents you submit to

support your application will be returned to you after they have served their purpose.

Expiration

Although expiration dates for the USIP vary, cards are not issued for eligibility periods of less than 30 days. The current expiration date is four years from the date of issue.

If your dependent loses his or her USIP, or if it is stolen, report the matter promptly to your command and resubmit the DD Form 1172 with a statement regarding all circumstances of the loss.

The USIP must be surrendered:

- Upon expiration.
- Whenever the cardholder becomes ineligible.
- When the sponsor is officially placed in a deserter status.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- Upon the call of a responsible officer for administrative purposes.

Change in paygrade

The USIP may be re-issued because of a change in the sponsor's grade or paygrade when non-issuance would prevent the dependent from using or being admitted to facilities accessible only to that grade (e.g., officer clubs, CPO clubs, etc.).

Navy resale system

The Navy resale system operates Navy exchanges, uniform shops, Navy lodges, commissaries and ships' stores in order to improve the quality of life for Navy men and

ID Cards, Commissaries and Exchanges

women and their families. These activities provide quality merchandise items and services. Each of these activities operates independently of the others, but all of them offer a minimum of 20 percent savings in addition to high quality.

Exchange and commissary facilities are located at most major Navy bases in the United States and overseas. These stores offer a good selection of well-known products at prices that help stretch customer dollars. Most of the same products found in department or discount stores and at commercial supermarkets are sold in the exchanges and commissaries, although some civilian supermarkets do sell many non-food products that commissaries don't have space to stock.

Navy exchanges

The 134 Navy exchanges currently in operation offer more than 350 retail outlets ranging from huge department stores to small garden shops. Also operating under the Navy exchange system are 211 barber shops, 80 beauty shops, 141 auto service stations, 102 flower shops, 535 food service activities, 118 laundry/dry cleaning/tailoring outlets, 64 optical shops and more than 18,200 vending machines.

In October 1987, the Navy exchange program assumed operational control and responsibility for 108 package stores, approximately 9,500 pay telephones and 2,500 amusement machines. These facilities are primarily in the United States and provide service at various Navy bases.

Within the exchange program there are also 132 personalized service centers which offer a collection of different services at one location

such as photo processing, videotape rental, monogramming, watch repair, personalized photo frames, selected giftware, etc.

McDonald's fast food facilities continue to operate at Navy bases under the terms of a contract signed about four years ago. These facilities offer the on-base convenience of a nationally known food chain with all of the products that are available at any McDonald's in the civilian community.

The on-base McDonald's are concessions of the Navy exchange but are owned and operated by local businesses as franchises of the McDonald Corporation. Other types of brand-name Mexican, chicken and pizza outlets are now being introduced at both overseas and U.S. bases.

All these facilities generate funds that help support the morale, welfare and recreation programs of the Navy. In fact, the exchange mission requires that all profit remaining, after expenses have been paid, are to be contributed to MWR. The exchanges are non-appropriated fund activities and must be self-supporting. That means they pay all expenses — including the cost of merchandise, employee salaries and renovation or construction of exchange facilities — all from funds received through the operation.

The remaining net profit is turned over to base recreation programs and to the Navy's central recreation fund, which is administered by the Naval Military Personnel Command. Money received from the Navy exchanges helps support the cost of local sports programs, swimming pools, bowling centers, gyms or physical fitness centers, hobby shops, tennis and racquetball facilities and many other special services

available at Navy bases.

Funds provided to the central fund help Navywide recreation programs, special team events, entertainment programs and the construction of recreation facilities. These funds are also used to help support recreation programs at smaller commands.

In FY 1987, Navy exchanges contributed \$64 million to MWR and in the past five years the exchange contribution has been over \$269 million. Shopping at the Navy exchange benefits customers in three ways: good quality products and services, savings below commercial prices and support of leisure time programs that make Navy life more enjoyable.

Navy exchanges now feature designer and brand name fashion shops for men and women in main exchanges in the United States. Located within the clothing department, the specialty shops offer top brand names. The fashion shops offer savings of 20 percent and more on these widely recognized brands.

The "shop" concept has also been expanded to the Navy exchange consumer electronic department, where stereo component "sound shops" are being established at Conus exchanges.

Previously sold only at overseas exchanges, stereo components were authorized for sale at exchanges in the United States last year. At the sound shops customers can choose from among the full range of sounds produced by top-of-the-line units from some of the best-known manufacturers. The shops are being phased in at exchanges throughout the country.

Four years ago, the Navy Exchange Program established its own brand of merchandise in health and beauty aids, household supplies, vitamins, hosiery and similar consumer items.

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Today more than 360 items carry the "Navy Exchange" private label and offer quality that is comparable to national brands at savings of 35 to 40 percent. In order to save customers money in other areas, a line of men's and women's clothing was established for sale exclusively at Navy exchanges under the Harbor View label.

The clothing is contemporary, provides savings of 25 percent or more and is good quality. A line of children's clothing is now being developed and will be launched in spring 1989 under a new name that is found only at the Navy exchange. Another special value that belongs exclusively to the Navy exchange is a line of high-quality cookware. It is being sold under the name of Harborware and is extremely popular with Navy shoppers.

The acceptance of credit cards at Navy exchanges began two years ago with MasterCard and Visa and has now expanded to the Discover Card, which is being introduced at major Navy exchanges in the United States and is expected to be implemented overseas by spring 1989. Credit cards are being used by Navy exchange customers as a convenience. The cards are also accepted at Navy Lodges and for ordering uniforms and accessories through the uniform mail order facility in Norfolk.

A valued convenience provided by exchanges is their check cashing service. Customers can cash personal checks at the exchange for up to \$150 per day, per sponsor. Also, customers can write checks for up to \$25 more than the cost of a purchase at the exchange.

Navy uniforms

Navy uniform shops have been set

up at 113 Navy exchanges around the world. These shops are the primary local source for uniform items and accessories. However, to meet the customer's needs when the uniform shop doesn't have the requested item or there is no uniform shop nearby, the Navy Resale System established a central source for all Navy uniforms, the Navy Uniform Support Center, Norfolk.

This activity takes mail and telephone orders and ships items within 10 days to just about anywhere that there are members of the Navy. Toll-free telephone numbers and an overseas Autovon call-in number have been set up at the Uniform Support Center to receive orders.

- **Continental United States** (except area codes 703 and 804): 1-800-368-4088
- **Alaska, Hawaii, Puerto Rico and Virgin Islands: 1-800-368-4089**
- **Virginia only (Area codes 703 and 804): 1-800-552-3115**
- **Overseas Autovon: 680-8586**

The center has a full range of uniforms for Navy military personnel.

Navy Lodges

Navy Lodges offer clean, comfortable, temporary lodgings aboard a military base at room rates that average \$32 per day for up to five family members. Although the sizes of the rooms vary, kitchens and cooking facilities are usually included in each unit of a Navy Lodge. Also, most rooms have televisions and telephones.

At present, 42 Navy Lodges are in operation worldwide. The newest of these facilities, which opened in 1987, include a 50-unit lodge at Naval Training Center, Great Lakes and another 50-unit lodge at Naval Station, Philadelphia.

In 1987, Navy Lodges had an occupancy rate of 87 percent, which means that advance reservations is the smart way to go for those who wish to use a lodge. Accompanied military personnel on permanent change of station orders may make reservations at any time. Other personnel may make reservations up to 21 days in advance. Reservations from retired personnel are accepted up to 10 days in advance.

Reservations for a Navy Lodge in the United States may be made through a central reservations office by calling toll-free 1-800-NAVY INN or Autovon 565-2027 for personnel overseas who wish to make a reservation for a stateside Navy Lodge.

Commissaries

Navy commissaries are medium-size supermarkets that sell groceries, frozen foods, fresh meat and produce, dairy products and household supplies at cost plus a 5 percent surcharge. This surcharge is for grocery bags and other supplies, shopping carts, utilities, telephone service and maintenance work.

Two percent of the surcharge is set aside in a special fund that pays for the renovation and construction of all Navy commissaries. As an appropriated fund activity, the salaries of commissary employees are paid from annual appropriations. Since items are sold at cost and the surcharge has to pay for specified expenses, the commissary does not make any profit and therefore does not generate funds to support the Navy's MWR projects.

Even with a surcharge, the commissary's biggest benefit to the Navy is *savings*. An independent price comparison survey conducted last

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year shows that Navy commissary customers save 24.7 percent compared to prices at commercial supermarkets.

Some people think that the commissary is only for those with families. It's true that shopping for a big family brings about big savings because the customer buys more, but single sailors and small families can enjoy commissary savings as well. To help these folks with their shopping, many commissaries have implemented single pack servings of fresh meat and are stocking the smaller sizes in frozen food items and groceries. Navy commissaries also sell fruits and vegetables by the item — rather than in large packages. Commissaries have made a special effort to provide customers with nutritional information about meats, groceries, fruits and vegetables as part of the Navy's health and fitness program.

Through its Nutri-Guide and Nutri-Facts programs, information about sodium, fat and cholesterol is passed on to customers and suggestions about preparing food in ways to get the greatest nutritional values are also being shared with commissary shoppers.

The commissaries have also introduced fresh fish on ice and tanks of live lobsters at 61 of the stores. The latest action to provide healthier food is a change in the commissary beef trim policy. Commissaries now trim beef to one-eighth inch external fat instead of one-fourth inch. This further reduces fat content and cholesterol while giving customers more meat for their dollar.

The 82 Navy commissaries continue to improve operations so that customers will find it easier to shop at these stores. In the past year, scanning systems have been in-

stalled at all commissaries to speed up checkout processing. Electronic scanning involves reading a product code with a laser beam as it passes over a recording device that automatically rings up the item and simultaneously prints a description of the item and the price on a cash register receipt.

Scanning eliminates the need to price-mark each item and allows groceries to be checked out faster and more accurately than by manually ringing up each item as it passes the cash register.

A test is under way to see if an even faster method of checkout might be feasible. A customer self-scanning system is being tested at the Pensacola commissary by which the customer quickly scans the groceries as they are fed onto a conveyor. The customer then moves to a central cashier to present any vendor coupons for redemption and pay the bill while the groceries are being bagged.

Ships' stores

For personnel aboard ship, the ship's store is the local department/discount store, the stereo center, the gift shop and the mini mart or snack shop. For almost 200 years, stores of one sort or another have operated aboard Navy ships. Today, as in years past, the basic mission of the ship's store is to serve the needs of sailors afloat.

Items that are sold in the ship's store are determined in great part by the ship's crew. Items that are popular and sell well are usually restocked along with a selection of some new items for variety. When a ship deploys, the ship's store normally takes along a 90-day supply of merchandise. If it's an extended de-

ployment, basics are resupplied at sea.

Ranging in size from small, over-the-counter operations to full-size, walk-in stores aboard aircraft carriers, ships' stores provide merchandise, operate shipboard vending machines and electronic amusement machines, sell Navy uniform items and support personal services activities aboard ship. Although an appropriated fund activity, the ship's store is allowed to make a profit of no more than 15 percent.

Ships' stores generated \$23.5 million in profit during fiscal year 1987. A portion of these profits, \$1.7 million, paid for operating supplies that were needed by the ships' barber shops, laundry and tailoring services. The remaining profit, \$21.8 million, supported shipboard recreation and helped pay for the shipboard movie (video) program. Ships' parties and the various books and leisure time activities that sailors enjoy aboard ship are likely funded by profits generated from the ship's store.

Policies

Policies and procedures for all of the activities of the Navy Resale System are developed by the Navy Resale and Services Support Office, New York, at the headquarters for the system.

Exchanges, commissaries, Navy Lodges, uniform shops and ships' stores are under the command of the base, station or ship commanding officer. Local commands and the resale headquarters work closely together to make all of the resale activities as responsive as possible to the needs of the men and women of the U.S. Navy and provide service to the Navy community. □

Mail Buoy

Preventing self-destruction

Congratulations on the publication of the excellent article on suicide in the May 1988 issue of *All Hands*. The article, "Suicide: Preventing self-destruction," is quality writing. JO2(SW) Gary Ross is to be complimented for his sensitive treatment of this subject.

By way of background, you may be interested to know that it was the Chaplain Corps which provided the lead in response to the CNO's concern. Indeed, all of the publications cited on Page 8 are contained in a package entitled "Suicide Prevention." At the direction of the Chief of Navy Chaplains, this package was developed and disseminated by the Chaplain Resource Board in January 1986.

To date, this material is receiving extensive use across the Navy. The Chaplain Resource Board has reprinted the material and will continue to make it available as long as the supply remains.

Again, thank you for a fine and timely piece of journalism.

—Capt. Earl L. Boyette

Director
Chaplain Resource Board

Shows it like it is

Having followed your magazine for quite some time now, I've finally decided it was time to take pen in hand and say my piece. This might seem a little late (but we were on deployment — it happens, you know!) but a senior chief hospital corpsman wrote a while back and said something I found offensive about the Lone Sailor Memorial.

That statue (and it's a beauty — I saw it) depicts the heart and soul of every "white hat" that ever stood the mid-watch. You can see him on every fantail, on every submarine bridge as a lookout and at the end of every brow on Christmas Eve.

The statue copies life — sometimes more thoroughly than we would like. To suggest that anything else would be better would be censorship. The Lone Sailor stands as a monument to the men who went to sea before us and go to sea today, in the name of God, the flag and apple pie.

I, for one, am proud to be remembered

in this fashion: forever vigilant, 24 hours a day, no matter the weather or the climate.

To *All Hands*, keep up the good work! To the HMCS who wrote in — lighten up — and take a look around the *real* fleet!

— TM1(SS) Patrick A. LeBlanc
USS *Jack* (SSN 605)

Positive image

"Bravo Zulu" to you and your staff for the June issue of *All Hands*.

The magazine projects a very positive image of women in the Navy. Given the scope of your reader audience, the issue should instill pride in our Navy women and perhaps motivate others to join.

Your inclusion of articles on DACOWITS and sexual harassment is also appreciated and quite timely.

Again, I think the June *All Hands* is outstanding in all respects.

— Capt. Kathleen D. Byerly
Chief of Naval Personnel's

Special Assistant for Women's Policy

'A shipmate is a shipmate'

"Bravo Zulu" for the entire June issue of *All Hands*!

I am the LPO of a division consisting of eight officers and three enlisted members, including myself. Two of the officers and one of the enlisted members are female.

I mention this to point out that, for me, the best way of working with females in the Navy is to follow the adage suggested by the title of the article on Page 4 of June's *All Hands*, i.e., "A shipmate is a shipmate."

Gender, when it comes to getting the job done and thus carrying out the Navy's mission, is irrelevant, just as skin color or ethnic background are irrelevant.

— RP1 C. Roberts
Naval Training Station
San Diego, Calif.

Proud to be a 'Bee'

Your June issue on women in the Navy was very good reading and highly informative. My only gripe is that you failed to mention another group of Navy women in nontraditional roles — those

of us in the Seabees. Though we are not part of the fleet and, at this writing, cannot deploy with Mobile Construction Battalions (much to the dismay of our male counterparts), we still do our very best wherever assigned in ports all over the world. We are proud to be women in the "Bees."

— EO2 Kathy Callahan
Naval Support Force Antarctica
Port Hueneme, Calif.

Unmentioned Olympians

In your timely article on the Olympic Games in the July 1988 issue of *All Hands*, the author, Dr. Ramsay, fell a little short in recognizing some great Navy athletes of recent date.

In 1948, Jack Kelly Jr., a four-time Olympian, was the United States' single sculler in the London games while serving a Navy tour of duty. Kelly trained for his event in Newport, Calif.

In 1952, the Naval Academy's sunbeaten, eight-oared shell, nicknamed the "Admirals," won the gold medal in Helsinki, capping four years of rowing without a loss.

In 1964, in Tokyo, Philadelphia's famed "Vesper Eight" won the gold medal with Navy Lieutenant Bill Stowe, Marine Captain Emery Clark and Stanley Cwiklinski. Cwiklinski later entered the Navy and attained the rank of commander.

I am sure there were others, but these men were well-known to me and came to mind.

— Allen P. Rosenberg
Arlington, Va.

Summer x 4

I thoroughly enjoyed the article on San Diego in the May 1988 issue of *All Hands*. However, as a life-long native, I need to make one small correction in the article. Regarding the section referring to seasons, there are *not* two weeks of rain on either side of summer and the "winter." As any native will tell you, there are four seasons, but they are called: early summer, summer, late summer and *next* summer.

—Angela Watson
Naval Supply Center
San Diego, Calif.

Reunions

• **USS Leyte (CV32) Association, Including (CVA 32), (CVS 32), (AUT 32) and all air groups**—Reunion Oct. 13-15, 1988, aboard USS *Yorktown* (CV 10), Charleston, S.C. Contact Clarkson B. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.

• **USS Bismarck Sea (CVE 95) and VC 86**—Reunion Oct. 12-16, 1988, in Las Vegas. Contact Jim Taylor, H.C. 2 Box 298W, Canyon Lake, Texas 78133.

• **USS Rocky Mount (AGC 3)**—Reunion Oct. 12-16, 1988, in Clearwater, Fla. Contact John Vreeland, 3710 Armstrong St., San Diego 92111; telephone (619) 277-0689.

• **USS Boxer (CV/CVA/CVS 21) (LPH 4)**—Reunion Oct. 13-16, 1988, in Salt Lake City, Utah. Contact Hank Wilson, 1301 North Kokomo, Derby, Kan. 67037.

• **USS Woodrow Wilson (SSBN 624)**—25th anniversary reunion in October 1988 in Charleston, S.C. Contact Bob Bailey, 504 Martin's Creek Blvd., Summerville, S.C. 29483; telephone (work) (803) 792-5180, (home) (803) 873-9601.

• **USS LCS (L) 15**—Reunion in October 1988 in Norfolk, Va. Contact Harold Kaup, 289 41st St. Northeast, Cedar Rapids, Iowa 52402; telephone (319) 363-1708.

• **USS Clamagore (SS 343)**—Reunion Oct. 28-30, 1988, in Charleston, S.C. Contact Paul Orstad, 30 Surrey Lane, Norwich, Conn. 06360; telephone (203) 889-4750.

• **USS Fred T. Berry (DD/DDE 858)**—Reunion Oct. 3-6, 1988, in Reno, Nev. Contact Dennis Gordon, 319 East Main St. #L-7, Marlboro, Mass. 01752; telephone (617) 485-7261.

• **USS Hammann (DD 412)/USS Gansvoort (DD 608)**—Reunion Oct. 13-15, 1988, in Louisville, Ky. Contact Clyde Conner, Rt. 1 Box 1, Grafton, W.V. 26354; telephone (304) 265-3933.

• **USS Wainwright-Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

• **USS Badding Strait (CVE 116)**—Reunion Oct. 16-19, 1988, Reno, Nev. Contact Henry Trotter, 106 Sage Drive, Universal City, Texas 78148; telephone (512) 658-3447.

• **The National Association of USS L.C.S.L. 1-130**—Reunion scheduled Oct. 20-22, 1988, in Norfolk, Va. Contact Henry Jeffers, 1415 Glen Rock Ave., Waukegan, Ill. 60085; telephone (312)

623-7450 or 360-0560.

• **USS P.C. 477**—Reunion Oct. 13-17, 1988, in Lancaster, Pa. Contact Art Dunkelberger, 1138 Rana Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.

• **USS Plunkett (DD 431)**—Reunion Oct. 5-7, 1988, in Falls Church, Va. Contact James H. Shipp, 3354 East Lester St., Tucson, Ariz. 85716; telephone (602) 325-0856.

• **USS Susan B. Anthony (AP 72)**—Reunion Oct. 6-8, 1988, in Orlando, Fla. Contact Jim Savage, 1890 Knox McRae #210F, Titusville, Fla. 32780; telephone (305) 267-2893.

• **USS Morris (DD 417)**—Reunion Oct. 13-16, 1988, in Arlington, Va. Contact Tom Traweck, 8605 Queensmere Place #1, Richmond, Va. 23229; telephone (804) 270-1674.

• **Special Weapons Unit Association**—Reunion Oct. 13-16, 1988, in Las Vegas. Contact Jack Hayes, 7727 Laramie Court, San Diego, Calif. 92120.

• **USS President Adams (APA 19)**—Reunion Oct. 6-9, 1988, in San Diego. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Southard (DMS 10)**—Reunion Oct. 6-9, 1988, in Norfolk, Va. Contact Robert Nygaard, 1315 Kari Lane, New Brighton, Minn. 55112; telephone (612) 633-6608.

• **USS Chevalier (DD 451)**—Reunion Oct. 5-7, 1988, in Falmouth, Mass. Contact Kurt Bocian, 24853 96th Ave. S. #1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Minneapolis (CA 36)**—Reunion Oct. 26-30, 1988, in San Antonio, Texas. Contact Glenn Stephens, 2455 Cheviot Dr., Ft. Collins, Colo. 80526; telephone (303) 482-6026.

• **USS Hope (AH 7)/215th Hospital Ship Complement**—Reunion Oct. 27-30, 1988, in Orlando, Fla. Contact Rew Wilson, Box 3613, Eureka, Calif. 95502.

• **USS Thatcher (DD 514)**—Reunion Oct. 26-29, 1988, in Austin, Texas. Contact Robert Hartley, 288 Roxalana Hills Drive, Dunbar, W.Va. 25064-1902; telephone (304) 766-7497.

• **USS Joseph T. Dickman (AP 13)**—Reunion Oct. 20-23, 1988, in Asheville, N.C. Contact Ed Polakoff, 1407 Kensington Road, Hendersonville, N.C. 28739-2353.

• **USS Princeton (CVL 23)**—Reunion

Oct. 21-23, 1988, in Charleston, S.C. Contact Sam Minervini, 251 Marlboro Road, Woodridge, N.J. 07075; telephone (201) 935-6125.

• **USS Orion (AS 18)**—Reunion October 1988, San Diego. Contact Delbert F. Catron, 4732 Van Buren, Midway City, Calif. 92655; telephone (213) 598-5859.

• **Cornell University NROTC**—Contact NROTC Alumni Association, Barton Hall, Cornell University, Ithaca, N.Y. 14853.

• **USS Enterprise (CVAN/CVN 65) Association**—Reunion scheduled for October in Oakland, Calif. Contact Bob Spooner, 5330 S.E. Redwood Ave., Stuart, Fla. 34997.

• **American Military Retirees Association, Inc.**—Reunion Oct. 28 to Nov. 2, 1988, in Riverhead, Long Island, N.Y. Contact Sgt. Major Shelby T. Clark, American Military Retirees Association, Inc., P.O. Box 893, Riverhead, Long Island, N.Y. 11901; telephone (516) 369-0620.

• **11th ENGR BN, 3RD MAR DIV.; All members WW II/ Korea/ Vietnam**—Reunion scheduled. Contact Glenn Dunning, 14060 9th Street, Zion, Ill. 60099.

• **USS Smalley (DD 565) Association**—Reunion in October in St. Louis. Contact Marvin Raap, Route 1, Box 5, Pierpont, S.D. 57468; telephone (605) 325-3389.

• **USS Columbia (CL 56)**—Reunion Nov. 3-5 in Annapolis, Md. Contact Joe Rice, 5604 Plata St., Clinton, Md. 20735; telephone (301) 868-1260.

• **USS Haggard (DD 555)**—Reunion Nov. 4-6 in New Orleans. Contact John Macaluso, 3400 S.W. 50th Rd., Ft. Lauderdale, Fla. 33314; telephone (305) 584-7619.

• **VP 14, VB 102, VPB 102 (World War II, Pacific)**—Reunion scheduled for Nov. 10-13 in Pensacola, Fla. Contact Robert Dimmitt, 5186 Pale Moon Drive, Pensacola, Fla. 32507; telephone (904) 492-3194.

• **River Patrol Force (Task Force 116)**—Reunion Nov. 10-11 in Albany, Ore. Contact Al Van Horne, P.O. Box 5523, Virginia Beach, Va. 23455; telephone (804) 486-1696.

• **USS Diphda (AKA 59)**—Reunion in November in Myrtle Beach, S.C. Contact Tom Coogan, 12185 Ford Line, Southgate, Mich. 48195.



Six-year-old Ashley Hovey, the 1988 March of Dimes National Ambassador, visits with Adm. Carlisle A.H. Trost, Chief of Naval Operations. U.S. Navy photo.



Sub-hunters ● Page 22

ALL HANDS

OCTOBER 1988 • MAGAZINE OF THE U.S. NAVY



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A Soviet *Helix A* helicopter flies by USS *Ticonderoga* (CG 47) and USS *Iowa* (BB61) during U.S. Navy operations in the Persian Gulf. Photo (taken from *Iowa*) by PH2(SW) Robert A. Sabo.

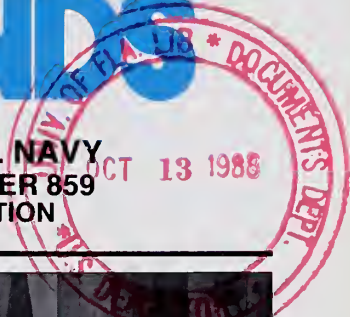
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ALL HANDS

MAGAZINE OF THE U.S. NAVY
OCTOBER 1988 — NUMBER 859
66th YEAR OF PUBLICATION



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Photo by JO2 (SW) Gary Ross

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Front and Back Covers: In celebration of our anniversary, we present to our readers a sampler of our past covers. The format has changed greatly with the additions of artwork, photographs and color, but the mission remains the same — to keep the Navy's men and women informed. See story, Page 20. *All Hands* file photos.

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Navy Currents

New openings for women

The underwater construction teams of the Naval Construction Force are now open to female CEC officers and Seabee enlisted persons for assignment to both sea and shore duty.

Officers seeking information on the Ocean Facilities Program should consult NavFacNote 1520 dated May 25, 1988, regarding the Civil Engineer Corps graduate program. Enlisted criteria on becoming a Seabee diver is contained in the *Enlisted Transfer Manual* (NavPers 15909C, section 9.16).

Interested candidates should contact the NavFac Assistant Commander for Ocean Facilities, CDR P. W. Marshall or LT Larry D. Linn at Autovon 221-0505 or commercial (202) 325-0505. □

GI Bill benefits update

Members of the Navy Sea/College Program receive basic Montgomery GI Bill benefits of up to \$10,800 and an additional benefit, or "kicker," of \$8,000. NSCP participants who are separating from active duty service should familiarize themselves with NavOp 87/88 prior to their release.

Under NavOp 87/88, service obligations and benefits are:

- Two years active duty service followed by four years in the selected reserves as an individual mobilization augmentee or in a training category "B" status, requiring 14 days of active duty training annually. Members may participate in training category "A" drills in selected reserve units if they meet the criteria in ComNavRes-ForInst 1123.1E. Participants will receive \$522 per month for 36 months.
- Two years active duty service and a two-year extension or reenlistment, for a minimum of 48 months total active duty service. Participants will receive \$472 per month for 36 months.
- One month active duty service if discharged for hardship or a service-connected disability. The benefit is \$472 per month for each month served.
- A minimum of 20 months active duty if discharged for the convenience of the government. The benefit is \$300 per month for 36

months plus a prorated amount of the "kicker."

Following release from active duty, NSCP members are required to contact their local Naval reserve activity, identify themselves as an NSCP participant and request assistance to process an application for active duty training.

For more information on NSCP, contact J. Korol, NSCP Manager at Autovon 224-5934. For specific questions on the selected reserves and annual active duty training, contact Senior Chief Personnelman Cain, ComNavResFor, at Autovon 363-5420, commercial (504) 948-5420 or toll-free at 1-800-621-8853. □

Overseas information

Navy personnel who have received or are awaiting overseas orders may now call the Overseas Transfer Information Service to get answers to their questions about their new assignment.

The OTIS hotline provides information such as passport and visa requirements, shipping of household goods and available recreation facilities in an assignment area.

You may dial the hotline toll-free at 1-800-327-8197, Autovon 224-8392/93 or commercial (202) 694-8392/93 between 8 a.m. and 4 p.m., Monday through Friday. During all other times, leave your name, telephone number, assignment location and current working hours on the OTIS answering machine. Your call will be returned on the next working day. Collect calls are also accepted.

You may also send a written request for information to ComNavMilPersCom (N-662), Washington, D.C., 20370-5000. □

LDO applicants needed

The Limited Duty Officer program was designed to provide the Navy with officers who perform in progressive technical management positions requiring specialized skills that are not attainable through the normal development of other Naval officers.

To be eligible for appointment under the active duty LDO program, all applicants must be chief petty officers (E-7 or E-8) or petty officers first

class (E-6) with 8 to 16 years of service. Petty officer first class applicants must be board selected for promotion to chief petty officer. Applicants must also be high school graduates or possess the service-accepted equivalent, as described in CNETInst 1560.3B, be physically qualified and have a recommendation from their commanding officer.

"We no longer have a surplus of LDOs," said CDR Neil Davis, limited duty and chief warrant officer community manager. "This is a good time for interested sailors to apply, because a large number of LDOs are reaching retirement age," explained Davis. "No chief or first class should hesitate to apply for LDO because they believe they will not have a chance of being selected because of authorized strength cutbacks. We will select from 275 to 300 this year," Davis added.

Eligible candidates must submit formal written application to ComNavMilPersCom (NMPC-211) via their commanding officer by July 1, of the year application is made. Detailed information on application procedures and sample letters of application are available in NavMilPersComInst 1131.1A. □

NavCare clinics

Navy civilian contract clinics or NavCare clinics are providing Navy people with better access to primary care. NavCare clinics are operated on a walk-in basis, seven days a week, including holidays.

The clinics provide treatment for both acute and routine illnesses and injuries. Patients may be treated for ailments such as colds, flu, gynecological problems, hypertension and diabetes. Routine physical exams, immunizations, mammographies, lab tests, X-rays, and pharmacy items are also available at the clinics. All services are free of charge to eligible members.

A valid military identification card must be presented and the patient must be enrolled in the Defense Eligibility Enrollment Reporting System. Patients are not required to bring their military health records except when it is beneficial to maintain continuity of chronic care.

Patients requiring services of specialized

physicians will be referred to a Naval hospital. Emergency care is not regularly provided and emergencies are referred to the nearest medical facility capable of providing the necessary treatment.

All NavCare clinics have board-certified medical directors and are staffed by licensed and accredited civilian physicians, nurses and medical technicians.

There are now 10 clinics currently serving the "Navy family." The clinics are located in Charleston, S.C.; Jacksonville, N.C.; Mayport, Fla.; Long Beach, Oceanside and San Francisco, Calif.; and two each in Norfolk and San Diego. □

Unit ID marks

Personnel below the rank of chief petty officer who are assigned to a command for permanent duty, will now wear the traditional Navy unit identification mark on their uniform regardless of the type of duty they are assigned.

BuPers notice 1020, dated June 13, 1988 has extended the authority to wear the UIM to all Navy units. Previously, only sailors assigned a permanent change to specified and unified commands were authorized to wear the UIM. This marks the first time in Navy history that the UIM will be worn by sailors assigned to operational commands and shore establishments.

Men wear the UIM on the service dress jumper (blue and white) and on the winter blue shirt and summer white shirt. Women wear the UIM on winter blue and short sleeve white shirts only. The UIM is not worn on the long sleeve dress shirt.

Organizations are authorized to purchase UIMs from operation and maintenance funds. A minimum of seven UIMs should be issued to every E-1 to E-6 at no cost. However, personnel are responsible for having the UIM sewn onto their uniforms.

UIMs may be ordered from Scheryer Embroidery Company, 50 Industrial Ave., Fairview, N.J., 07022. Ordering information is available in NavResSo Instruction 10120.10A dated June 6, 1988. Commands should use contract number DLA 100-88-D-428 when ordering. For more information contact Ms. S. Marinari at commercial (215) 952-5401 or AV 444-5401. □

MCPON

A deck plate perspective

Story by JOC Robin Barnette, photos by PH2(AC) Scott M. Allen

The new Master Chief Petty Officer of the Navy took over his job in September. To find out what this key position is all about, All Hands talked with the outgoing MCPON, Master Chief Radioman (SW) William H. Plackett and with the incoming MCPON, Master Chief Avionics Technician (AW) Duane R. Bushey. — ed.

You might think the job of Master Chief Petty Officer of the Navy is "cushy." After all, it's shore duty in Washington, D.C., you have your own big office and rub elbows regularly with senior admirals and congressmen.

But the job has certain ... well, not "drawbacks" exactly. Let's say, "challenges."

"If I never see another suitcase, I really don't care," said outgoing MCPON William H. Plackett, with a slightly weary smile. "You take a 16-day trip with 13 different stops and you've never been able to take all the clothes out of your suitcase at the same time. You really wish that you were in a deployed status and had a locker you could call your own, believe me. And as far as transportation arrangements go, Murphy's Law applies in all situations!"

But the purpose behind such challenges makes it worthwhile. The Navy's senior enlisted advisor provides the highest levels of Navy leadership with information and perspective about what's *really* going on that no one else can provide.



"It's a perspective that is slanted from the deck plates up," said Plackett. "That's very much the essence of what this office is all about."

Finding out what the deck plate perspective is requires talking with sailors throughout the fleet. "It's not that you hear of the isolated concern of an individual and come running back to Washington, D.C., and start building the strategy to fix it," Plackett explained. "It's when a trend is obviously developing that you need to get something done. As MCPON, you're a resource that sees more than any other single individual in the Navy, with perhaps the exception of the inspector general."

The new MCPON, Duane Bushey,

Plackett has provided the highest levels of the Navy with a fleet sailor's perspective.

pointed out it's important to use your chain of command to solve difficulties, but it's also important to let his office know about problems. "I need to know if the same problem is happening at Whidbey Island, San Diego, Hawaii, and Rota, Spain — that's a Navy problem," he said.

Of course, not everyone gets the chance to meet with the MCPON. "Sailors can call the office," Bushey said, "and I strongly encourage people to write."

In Plackett's three years as MCPON, he found that to some degree sailors talked easily to him be-



Bushey wants input on all issues — to solve Navy problems.

cause he was a master chief — "one of them." "But to another degree, a lot of sailors hold me in awe, because I'm the Master Chief Petty Officer of the Navy," he said. "But I think for the most part our sailors are not bashful about telling people the way it is. I love it."

Bushey plans to do a lot of listening during his stint as MCPON. "God gave me one mouth and two ears," he said. "I should do twice as much listening as talking, and that'll be my priority."

Bushey sees his entire career as preparation for his position as MCPON, both in terms of listening to sailors and in having East and West coast experience. He served eight years in Norfolk with VR 31, a now-decommissioned aircraft ferry squadron.

"There's hardly a Naval base or Naval air station in the U.S. Navy that I haven't been on," he said. The ferry squadron transported a variety of planes worldwide. "I had 'quals' on eight different aircraft. We'd deliver an A-6 to Alameda and then I'd jump into a P-3 as a flight engineer and go to Hawaii, and I'd catch a C-130 there as navigator to take it to Guam."

"God gave me one mouth and two ears. I should do twice as much listening as talking, and that will be my priority."

But Bushey didn't spend all his time in the air. "When we'd go to pick up an airplane, I might have five hours with nothing to do," he said. "I always made it a kind of game of mine to talk with sailors. I'd walk around the shops and talk with people. I'd get to talk with sub sailors, SEALs, all kinds of people. I'd find out which were the good commands, the bad commands, where the problems were. I've spent about equal time on both coasts, and sailors are sailors, East to West."

Bushey's most recent duty assignment, as command master chief of USS *Theodore Roosevelt* (CVN 71), gave him further experience in communicating with sailors. He had a regular television program on the ship to answer questions and deal with concerns of the crew. In the course of developing his extensive experience in communicating with sailors, Bushey has also learned the value of high standards of conduct.

"One of my top priorities is morality: speak the truth," he said. "I hope people will learn that I'm going to be honest with them. I'm not going to try to build false hopes. I believe sailors will do anything in the world for you, as long as they know why they're doing it. I believe strongly in leadership by example. And I believe strongly in family, and family ties." Bushey and his wife Susan have three children.

He also believes in physical fitness, because it takes a physically fit person to deal with the demands of sea duty. "If you've ever been in a fire on a ship, and it takes a couple

days to put it out," Bushey said, "there's a lot of fatigue there. There's a lot of controversy about the Navy's fitness program. People say, 'What does the Navy want? A lot of jocks, or do they want someone with knowledge who can work?' Well, I want both. Not necessarily a 'jock,' but to be physically fit. If you're physically fit, I can work you longer and harder." Physical fitness also cuts down on the likelihood of high blood pressure or heart disease, which can keep a sailor on shore. "I don't care how smart you are: you're not any good to the Navy if you can't go to sea."

Keeping himself fit will be important to Bushey in his new job as MCPON. "It's a very stressful job," he said. "I'll need a lot of stamina because of the traveling." In Plackett's first year in the office, he spent 207 days on the road for the Navy collecting information.

The concerns sailors express to the MCPON don't stop in his office. The MCPON writes detailed trip reports about what he's learned for the Chief of Naval Operations and the Chief of Naval Personnel. The MCPON meets with the CNO, every morning that they're both in town and monthly with him for an in-depth discussion. The MCPON also meets with the Chief of Naval Personnel as needs dictate.

The MCPON also testifies before Congress. "The effectiveness of the senior enlisted members as witnesses before congressional subcommittees is the fact that they can be candid, and they *are* candid with

congressional members," said Plackett. He emphasized that a MCPON supports Navy policy and the chain of command. "But when you want some real input on how it is at the deck plate, MCPON's one person you can always go to."

The credibility of the MCPON is critical. "The ability to affect the things that impact on the quality-of-life of sailors on a day-to-day basis depends on the credibility that you establish from within this office," said Plackett. "When I come back and say, 'We've got a problem,' and the chain of command — the Commander Naval Military Personnel Command and Chief of Naval Personnel — immediately responds to that problem, that's effectiveness."

Bushey recognizes the importance of credibility, also. "I have to build credibility up the chain of command," he said, "so that it's not Duane Bushey talking, but the sailors talking."

The issues that the MCPON deals with include quality-of-life and professional development concerns. "I'm very proud of the fact that we've put Navy families on the map," Plackett said. "Our Navy families are a consideration in any policy discussion as it pertains to people. I also think we were directly responsible for establishing a cogent policy on high-year tenure that was fair and kept the best quality people on active duty."

Plackett also credits his office with having a say in the continuation of the Senior Enlisted Academy. "When I came into the office three years ago, my first job was to save the funding for the academy," he said. "I didn't do that by myself. I did it as a voice, and I'm proud that we were able to get that turned around, not once but twice."

Bushey sees his primary challenge as building on and refining current Navy programs. "I'm not an advo-

cate of change for the sake of change or to make a name for myself," he said. "I think Navy leadership in the last seven or eight years has really focused a lot on people and people programs. What I'd like, is to do 'preventive maintenance' on them."

He pointed out the growing number of married Navy personnel and the importance of family services programs. "If we want to keep our people, we've got to take care of the family," Bushey said. Family services programs are also for the benefit of single sailors, he said.

"Ombudsmen are very important," Bushey continued. "I want to see the program beefed up and growing. On the 'TR' we had the ombudsmen contact single guys, too. That's not done in every command. But every sailor has someone who loves him — a brother or sister or mother." An ombudsman may serve as a point of contact for a sailor's extended family in a time of need. This becomes increasingly important as the number of military service-age males drops in the next decade, meaning a smaller pool from which to recruit.

Leadership is another area that Bushey wants to emphasize during his tour as MCPON that could affect retention. "We need to get a better understanding of what a powerful recruiting force that the personal touch of leadership by the khaki community and the senior supervisor can be," he said. "We must build up the number of first-termers we retain. So many times we get so wrapped up worrying about the pump in the machinery room, we forget about this young sailor over in the corner, hurting. I think we need to personalize our leadership a bit more."

Whatever Bushey does as MCPON, he said it's important for sailors to understand the system: how the Navy works and how Con-



Bushey says one of his top priorities is morality: speak the truth.

gress fits into the picture. He sees today's sailors as better informed and more politically minded than when he joined the Navy in 1962.

Plackett pointed out that not all problems in the Navy are necessarily Navy-generated. "Everybody automatically blames mother Navy for everything," he said. "The common thing is, 'They won't let me do this' or 'They're not giving that to me.' Well, who is 'they'? Everyone says: 'It's the Navy.' No, it's *not* the Navy! The Navy wants to give sailors a 25 percent pay raise. But is Congress going to give the money to do it?"

"Everybody recognizes that it's Congress. But when you really start trying to pin it down in your mind, the first thing you look at is the most visible thing and that is the Navy," Plackett continued. "But the fact is, the Navy has very little control over a lot of those things."

The MCPON has been talking with sailors and helping to pinpoint problems areas since 1967. "In the

Just how important is the office of the Master Chief Petty Officer of the Navy? "It's a link of communication," said Bushey. "The Navy is so complex today, if we don't have someone who specializes in taking care of people, we lose track of them. Operationally we've become very technical. I think the senior officer leadership has to focus on the operational side and I think they need somebody who is looking around

The focus of the MCPON, then, is people, pure and simple. It's the sailors who make the Navy what it

"I used to say on 'TR,'" said Bushy, "that the most important thing we have on that ship is the people. We can replace the pump or the engine room, but *we can't replace the people.*" □

Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.

Have a problem that you think might be part of a Navywide trend? Let the MCPON know! Write Master Chief Bushey at Office of the Master Chief Petty Officer of the Navy, OP-00A, Dept. of the Navy, Washington, D.C. 20350-2000. □

Plackett has received over 200 ship and station ball caps during his tour as MCPON.



The Navy's finest

Story by JO2(SW) Gary Ross, photos by PH2(AC) Scott M. Allen

Out of the more than 365,000 hard-working and dedicated sailors in the Navy today, only four came out on top. Four people chosen as the "best of the best" and epitomizing today's sailor — a person bursting with pride, love of country and a firm commitment in getting the job done, whatever the cost.

This year's Atlantic Fleet, Pacific Fleet, Shore and Reserve Sailors of the Year talked with *All Hands* and each of them echoed the same sentiment — that if it wasn't for the people they worked with and worked for, they wouldn't be where they are today. Call it modesty or true dedication to duty. Whatever the case, *All Hands* salutes four of the "Navy's finest." □

TMC(SS) Arthur P. Arko

Atlantic Fleet

Home: Mt. Clemens, Mich.

Age: 27

Profession: Chief Torpedoman's Mate (Submarines).

Current duty station: Special assistant to Fleet Master Chief, Atlantic Fleet.

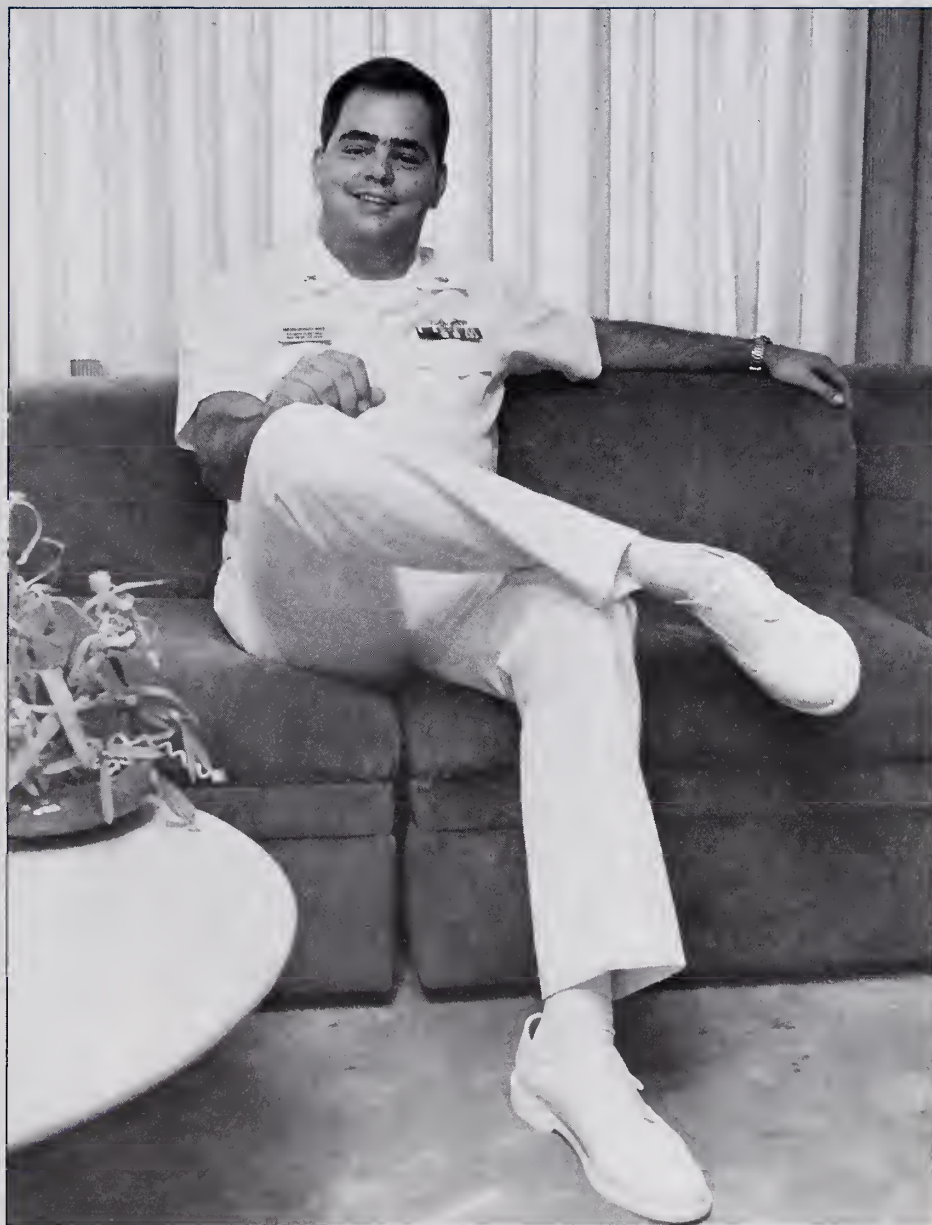
Previous assignments: USS *John Marshall* (SSN 611); Instructor and Company Commander, Naval Guided Missile School and Integrated Training Battalion, Dam Neck, Va.; USS *Bergall* (SSN 667).

Awards: Navy Commendation Medal, Navy Achievement Medal, Meritorious Unit Commendation (bronze star), Good Conduct Medal (bronze star), Navy Expeditionary Medal and Sea Service Ribbon (bronze star).

Community involvement: Assistant local Cub Scout leader.

Marital status: Married; wife, Julie; two sons, John and Michael.

On competition and representation: "When you're competing for something such as sailor of the year, the bottom line is 'good hard work pays off.' I was fortunate enough to work with good people and remember the advice they gave me — remember who you represent. It was more important



for me at the different levels of competition to win for my command than it was to win for myself."

On teamwork: "I had a second class in my division — I learned from him. I worked

with good people. They made the division look good — not me — but the division as a whole. We worked together as a tightknit organization and worked as a team, not as individuals." □

MMC(SS) Peter G. Fleck

Pacific Fleet

Home: St. Cloud, Minn.

Age: 29

Profession: Chief Machinist's Mate (Nuclear) (Submarines).

Current duty station: Special assistant to Fleet Master Chief, Pacific Fleet.

Previous assignments: USS *Omaha* (SSN 692); Instructor, Naval Nuclear Power Training Site, Idaho Falls, Idaho.

Education: Naval Nuclear Power School, Engineering Administration, Fuel Gas Welding, Shield Arc Welding, Air Conditioning and Refrigeration and Machinist Tool Operator.

Awards: Navy Commendation Medal, Navy Achievement Medal and Good Conduct Medal.

Community involvement: Instructor, American Red Cross cardiopulmonary resuscitation course and assistant coach for Little League baseball.

Marital status: Single.

On the Navy/family team: "My family is really important to me — maybe not so much in my career, but I really want them to understand why I'm doing the things I'm doing. Living in Minnesota, you don't get a good look at the



military, let alone the Navy."

On junior petty officers: "I think E-4 or E-5s really underestimate their leadership capabilities — they're a little bit afraid to take that extra step. It's not until you're an E-6 or

E-7 before you begin to realize how important E-4s and E-5s really are — you've got that guy who's always there and doesn't have to be told what to do. It makes your job that much easier." □

AMSC(AW) Beth L. Blevins

Shore

Home: Janesville, Wis.

Age: 28

Profession: Chief Aviation Structural Mechanic (Air Warfare)

Current duty station: Special assistant to the Master Chief Petty Officer of the Navy.

Previous assignments: Fleet Logistics Support Squadron 40, Norfolk, Va.; Aircraft Intermediate Maintenance Department, Rota, Spain; Training Squadron 19, Meridian, Miss.

Awards: Navy Commendation Medal, Navy Achievement Medal, Meritorious Unit Commendation, Good Conduct Medal and Navy and Marine Corps Overseas Ribbon.

Community involvement: Volunteer for America's Battle Against Illiteracy and local Special Olympics.

Marital status: Married; husband, James (active-duty Navy, ABH2); daughter, Cassandra.

The formula for success: "The Navy demands a lot of you. Up to the point when you become selection board-eligible for chief, you're your own ship's captain. You can be a 4.0 sailor, have the very best evals, but if you don't study for



your advancement exam, you're just not going to make it. You have to have the attitude that if they're going to advance only one, it's going to be me."

The "Navy team" makes a

good leader: "You can't be a good supervisor, if your division isn't working well. You provide leadership and try to guide them, but when you get right down to it, it's your people who make it happen." □

AMHC(AW) Keith A. Galang

Reserve

Home: Waipahu, Hawaii.

Age: 37

Profession: Military—Chief Aviation Mechanic (Air Warfare) (Hydraulics); Civilian—marine machinery mechanic, Pearl Harbor Naval Shipyard, Hawaii.

Current duty station: Special assistant to the Master Chief of the Naval Reserve Force.

Education: Associate of Arts degree from Leward Community College, Hawaii, and an Associate of Science degree in Applied Trades from Honolulu Community College.

Awards: Navy Commendation Medal, Meritorious Unit Commendation, Good Conduct Medal, Naval Reserve Meritorious Service Medal, National Defense Medal, Vietnam Service Medal, Vietnam Campaign Medal, Navy Rifle Ribbon (Sharpshooter) and Navy Pistol Ribbon (Expert).

Community involvement: Religious Education Youth Minister, St. Joseph's Church, Waipahu, Hawaii; Board of directors for the Parent/Teachers Group at St. Joseph's School; and scoutmaster of Boy Scout Troop 43, Aloha Council.

Marital status: married; wife Bernadette, two sons,



Keith Jr. and Keenan; two daughters, Kristen and Kylie.

On making the best of a Navy career: "It's a commitment — complete and true. For me, I made mine between my eight years of active duty

service and when I went into the Reserves. The Navy kind of grew on me — the uniforms, the discipline — and in the Reserves, I was always afforded the opportunity to make the best of my career." □



First day, last day

All Hands followed two sailors as they spent their first and last day aboard USS Kennedy.

Story by JO1 Melissa Lefler, photos by PH1 Chuck Mussi

Just after 10 p.m., the white van, dubbed an airport "limousine," pulled up to the chain-link gate at pier 12, ready to discharge its last passenger.

Seaman Recruit Timothy Williams climbed slowly out of the van. He was tired; his flight from Atlanta had been delayed because of thunderstorms, lengthening his journey from Tuscaloosa, Ala., from two hours to four. He straightened his "dixie cup," tugged the ends of his neckerchief, dumped his sea bag onto the pavement, and stared up at the 82,000-ton aircraft carrier.

When Williams graduated from ship's servicemen "A" school two weeks before, he had received orders to USS *John F. Kennedy* (CV 67) — not his first choice for a first duty station. Like many seamen before him, what he

wanted was not what he got; he had hoped for orders to a smaller ship, like a frigate, where he would soon get to know everyone. Now, he stood on the concrete pier, blanketed by stifling 90-degree night air, confronting the aft brow of the enormous floating, 12-story skyscraper, and was ignored by late-night joggers who plodded by.

Some ten hours earlier, in the full blast of noon-day heat and humidity, Chief Postal Clerk Phillip Watson had also paused and gazed up at the enormous carrier before climbing Kennedy's aft brow. Surrounded by a clutch of relatives and friends, Watson had come to retire after 26 years in the Navy. The retirement ceremony aboard Kennedy was to be his bon voyage to the Navy life he loved.

Below: Williams must rely on the telephone to keep in touch while Watson (right) looks forward to being there. Far right top: Airport travelers rush by an uncertain Williams. Far right below: Watson's last duty — cleaning out his desk.



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The beginning and ending of Navy life for these two men had overlapped by three months; they missed serving together aboard *Kennedy* by about eight hours.

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Williams remembered to salute *Kennedy's* officer of the deck and the ensign that first night, but he forgot the flag had been lowered about four hours earlier, which made his first salute unnecessary. As he requested permission to come aboard, a duty-section escort, Ship's Serviceman 3rd Class Tony Allen, from Williams' division, was waiting on the quarterdeck. Allen had been assigned as Williams' "guardian angel" for the next 24 hours, to keep him from wandering lost through the impossibly complicated maze of 7,000 compartments and passageways throughout the ship.

With Allen leading the way, the two sailors made their way through

the dim, deserted hangar bay, skirting crates of pre-deployment supplies, yellow forklifts and airplane parts. They climbed through hatchways and down two ladders to the master-at-arms shack, which was just around the corner from the mess deck. A ship's master chief master-at-arms tolerantly looked over the slim 19-year-old recruit, gave him a warm smile and down-home "welcome aboard," and followed that with an abbreviated version of the "not-on-my-ship, not-in-my-Navy" drug lecture.

A master-at-arms searched through Williams' luggage for guns, knives, drugs, liquor and anything else that would not be allowed on board, and found none. Another sailor handed Williams one military-issue, dark-green, scratchy wool blanket for his bunk. As midnight approached, Williams headed toward his berthing compartment, fatigue competing with the wish to call his mother and fiancée in Tuscaloosa. The reality of his new situation was

sinking in. "What am I doing here?" he asked himself.

Twenty miles away, as midnight rolled around, Watson also remained awake and stared at the bedroom ceiling of his two-story colonial home in suburban Virginia Beach.

"What am I going to wear tomorrow?" he had asked his commanding officer half-jokingly during his 3 p.m. retirement ceremony speech. The captain and the audience had laughed obligingly; it's hard to imagine what you will wear for the rest of your life when you are used to the uniform of the day.

But late that night, the question seemed less humorous. Rows of clean summer whites, khakis and winter dress blues lined up for "muster" in his closet, now useless, waiting to be sold.

Meanwhile, Williams was having no trouble deciding what to do with his uniforms. Hurriedly, he yanked his dungarees out of his sea bag, stowed them in the coffin locker,



and found he had plenty of room for shampoo, soap and a shaving kit. Following the advice of his "A" school instructors and boot camp company commander, he had packed few civilian clothes — mostly running shorts and T-shirts for working out. He neatly hung his dress uniforms, peacoat and civilian pants and shirts in a stand-up locker next to his rack.

A stand-up locker was a convenience Watson didn't have, and didn't need, when he came aboard his first Navy ship in 1963, because unlike Williams, he wasn't allowed to bring civilian clothes aboard. But like Williams, Watson reported late

at night. He recalls that night, 25 years ago, as clearly as if it were a videotape he viewed an hour ago.

"You know the adage, 'What do you think, I was born yesterday?' Well, the Navy version of that is, 'Do you think I came in during the mid-watch?'" Watson said. "Actually, I did report to my first ship during the mid-watch, June 12, 1963. It was the ammunition ship USS Shasta (AE 36), tied up to pier 2 or 3, right here in Norfolk — it has since gone to the scrap metal graveyard.

"The master-at-arms came to take me down below," Watson recalled, "because it was midnight, the compartment only had red lights on. They didn't have a bunk for me, so the MAA let me sleep in his rack because he slept in the master-at-arms office."

Watson said that now the Navy has standards about how much room each sailor gets, and only allows racks three tiers high.

"The racks they had then were four tiers high. You had a piece of canvas that had grommets in it, stretched between aluminum tubes with a piece of line that you lashed to the canvas and the frame, and you tightened it up periodically," Watson said.

"Well, that night the guy sleeping in the rack above me was pretty heavy — the Navy would call him 'obese' nowadays. When I got in the rack, he was about two or three inches off my chest. Evidently, he hadn't tightened up his line for quite a while."

At 18, Watson was six feet tall and 130 pounds. Even so, he wasn't thin enough that night.

"The next morning I woke up with canvas burns on my elbows and knees from trying to turn over. After that, on any new ship, I always tried to get the top rack."

Watson experienced disappointment more severe than Williams' when he learned of his first permanent assignment. Watson reported to his first ship as a non-designated striker, E-3. Before enlisting, Watson, a trombonist for his high school band, auditioned for and was accepted into Navy musicians' "A" school. But he was dropped from the "A" school because he couldn't keep up with the music theory academic course work, and was sent to Shasta. Watson recalls the feelings of bitterness and depression that he carried aboard his first ship.

"I felt like everything was all over, my life was over," Watson said. "If

Right: Williams will have "enough" storage space, but not as much as Watson (below). Far right top: Watson entertains his family with a video of himself on NAS Bermuda television. Far right below: Williams meets his new division officer.



you had asked me then, I would have told you I would never make the Navy a career. At that point, I planned to finish my three more years and then put the Navy behind me as fast as possible."

After three months of mess-cooking, and a stint in the deck division, Watson got a chance to work in the ship's post office. He noticed the eagerness with which the sailors lined up for mail call every day, and he realized how important the mail was to the ship's morale. "Mail call is probably the single most important event of the day, when you are out to sea," Watson said.

Aboard Kennedy during its last Mediterranean cruise, Watson and the other postal clerks made it possible for that important event to happen daily, not only for the 5,000 men on board, but for the thousands more sailors on the "small boys," or accompanying ships with the carrier battle group. Watson said that during deployment, the carrier is the floating central post office for the entire battle group.

During Watson's retirement ceremony, it was evident how much people on the carrier appreciate the "mailman."

"No, I don't work with him, but



he brings my mail every day," said an air traffic controller, explaining why he had put on his dress uniform during off-duty time to attend Watson's retirement.

"What a popular guy — the guy who brings the mail," echoed Kennedy's commanding officer, CAPT Hugh Wisely, gazing from behind the lectern at Watson's retirement ceremony audience, half of whom were standing. "How can he go wrong, as long as he brings the mail?"

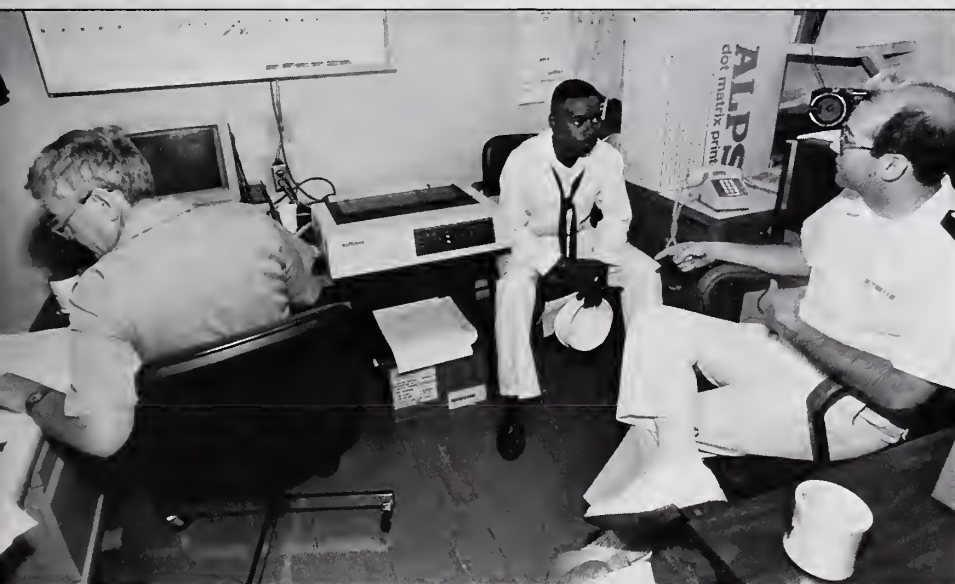
About 100 of Watson's friends packed Kennedy's forecastle: postal clerks from his division, fellow chiefs, shipmates who had previously retired, a Kennedy chaplain and sailors from all over the ship. Three civilian men Watson sings with in a local barbershop quartet sat in the first row. Watson's wife of 22 years, Christine, and 19-year-old daughter, Angela, flanked Watson to his left, joined by two brothers from Pennsylvania, and a sister from Wyoming. To be at their son's retirement, Watson's parents, John

and Mary Watson, drove all the way to Virginia from Wisconsin.

About six weeks earlier, Watson began planning his retirement ceremony, sending out nearly 75 engraved invitations, with R.S.V.P. cards inside. He asked eight chief postal clerks in the Norfolk area to be his sideboys — more chief postal clerks than there were in the entire Navy, joked the chiefs from Kennedy. Invitations also went to every Norfolk-area Navy postal clerk aboard ship and on shore. Some came to the ceremony, even though they had never met Watson.

The audience sat quietly between the two gigantic anchor chains running the length of the forecastle, listening to Wisely read the roll of Watson's achievements: the Navy Achievement Medal, Meritorious Unit Commendation, four awards of the Navy Battle Efficiency "E" ribbon, six Good Conduct Medals, two Expert Pistol awards, three Sea Service Ribbons and two Navy/Marine Corps Overseas Service ribbons.

Christine was included in the cer-



that he took out of his desk was a large Bible with a burgundy leather cover, which he carefully placed on the top of one of the boxes.

"Why retire now? I would have stayed longer, but I have to be honest. In the postal clerk rating, as an E-7, 26 years is the maximum. I had no choice," Watson said. "I guess it's time for the old man to go and make room at the top for some of these young guys."

Watson said his Navy career was put together enlistment by enlistment, but he doesn't advise today's young sailors to do it that way.

"My mistake was not making the full commitment from the start. I was always saying to myself, 'Well in two years, or three years, I can get out.'"

"I almost got out after 11 years. I had a job offer with United Postal Service, making big money. I was on USS Hunley (AS 31). It was in Bremerton, [Wash.] in the shipyard, and Christine was in San Diego. Job satisfaction was at a low."

A second set of orders to London changed his mind. Christine was anxious to live in England near her family. Staying in turned out to be for the best. Watson found out, shortly after their arrival in London,

emony; in his speech, the captain praised her years of patience and willing support. She received a certificate of appreciation, a photo of the ship from the commanding officer and a dozen red roses from the chief petty officer's mess. Watson's mother was close to tears as she received an identical bouquet.

A wooden shadow box, presented to Watson by Kennedy's chiefs, included an engraved brass nameplate for each of Watson's duty stations.

After her son's retirement ceremony, Mary Watson said she re-

membered when her husband signed their son up for the Navy immediately after his high school graduation. Watson was 17 in June 1962, when he left for boot camp in Great Lakes, Ill.

"Where did 26 years go?" Watson asked the postal clerks rhetorically the Wednesday before his retirement.

In the aft ship's post office on the hangar deck, he was emptying the books and papers from his gray metal desk into two small cardboard boxes — a job that took about an hour and a half. The last thing

Right: Williams "hurries up to wait" when checking into disbursing on payday. Below: For Watson, the "wait" is over. Far right: Both Williams and Watson "push" forward to promising futures.



that UPS had gone on strike and he would have been laid off.

Job security was the fundamental reason Timothy Williams joined the Navy a year after graduating from high school in 1987. Just a few months into his first enlistment, Williams is already reasonably certain he will stay in the Navy for 20 years.

"Compared to what I was making stocking shelves in the supermarket in Alabama, the Navy pays pretty well," Williams said. Currently, an E-1 makes about \$670 a month base pay, compared to \$138 Watson collected each month back in 1962.

As if he had heard Watson's advice to young seamen, Williams is a man with a plan. He has a long-term goal: wearing chief's khakis — much the same as the ones waiting to be sold out of Watson's closet. Williams also has medium-range goals — making petty officer third class and getting married. Finally, he has short-term goals — surviving mess-cooking, going to his rating's "C" school to learn records-keeping and working in the ship's store.

"When do you think I can get to 'C' school?" Williams asked Allen shyly, after having some blueberry pancakes for his first breakfast



aboard *Kennedy*. It was 6 a.m., Friday, and payday, and Allen, his "guardian angel," had recommended Williams begin early if he wanted to complete his check-in in one day.

"When we get back from the Med cruise, you will probably get to go to 'C' school," Allen said.

There were 11 stops on Williams' check-in sheet. Trudging after Allen up and down countless ladders and through maze-like passageways, Williams tried to familiarize himself with certain guideposts and key locations on the check-in sheet — the post office, disbursing office, sick bay and his division office.

Throughout Williams' first day, from one check-in point to the next, the carrier's upcoming six-month Mediterranean deployment was the main topic of discussion.

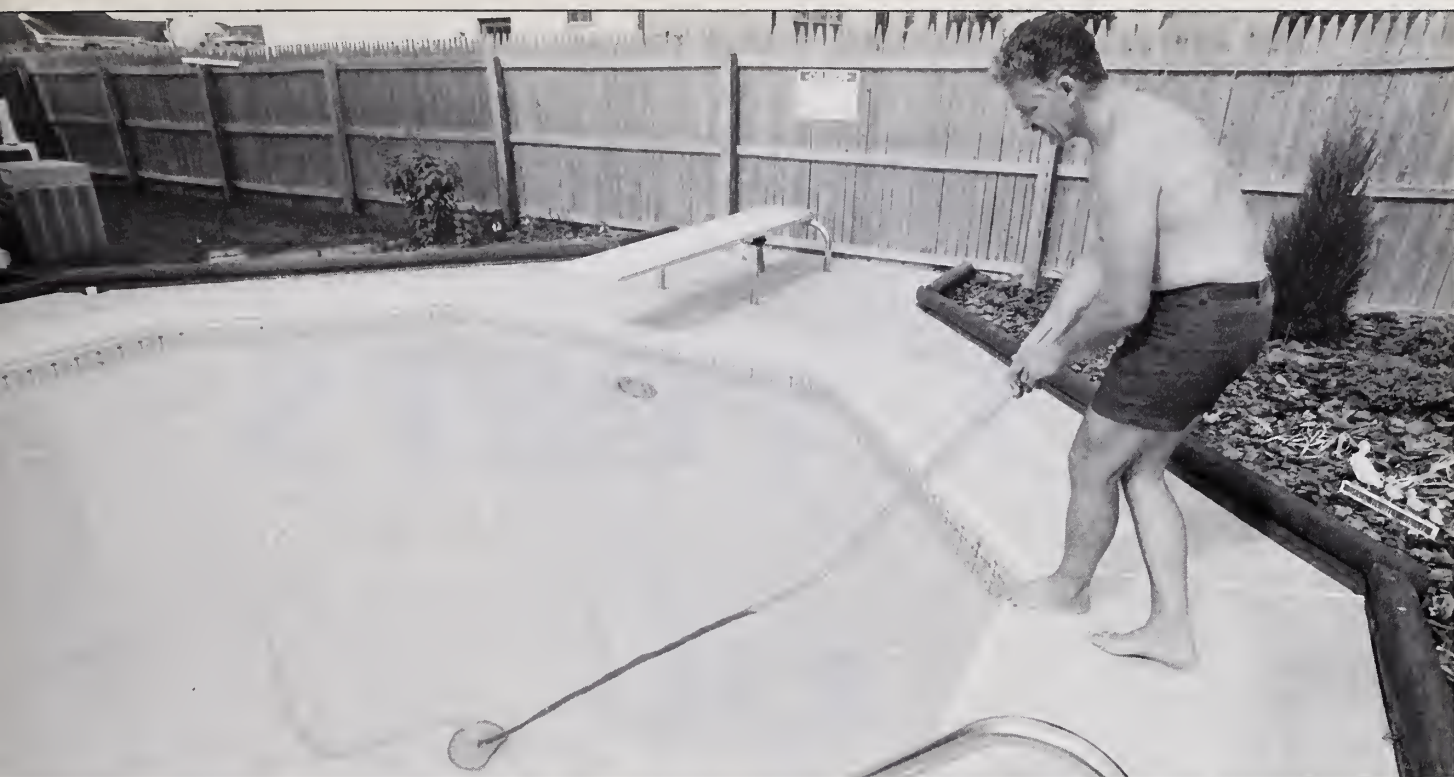
At medical, the corpsman gave Williams the typhoid shot he must have before going into a semi-tropical climate such as Africa or the Middle East. The dental officer examined Williams' teeth, made notes on his chart of several cavities, and

told him to come back and make appointments to have them filled once the ship is underway. "We'll have plenty of time to fix them then," the dentist said.

During a welcome-aboard interview, Williams' division officer, a limited duty supply officer, lists the liberty ports the carrier is scheduled to visit: Barcelona, Spain; Tunis, Tunisia; Cannes, France; Naples, Italy; and Alexandria, Egypt. "You'll be looking up at the Pyramids a few months from now," the lieutenant junior grade said. Williams remained silent throughout the interview, nodding and smiling agreement — his eyes lit up at the prospect.

Late Friday afternoon, Williams visited the ship's store, one of his department's responsibilities, and bought a disc camera. He said he wanted to be able to take photographs of Europe to send to his mother and girlfriend. He had called his mother collect around midnight the night before, from the pay phone across from pier 12.

"I told her the ship was big, and it



would take me two years to learn my way around it," Williams said. He also told her about the ports he had heard he would soon visit. "She was happy for me," he said, "because she knows that's one reason I joined: to see the world."

Williams had already begun to make the best of carrier duty, at least in his own mind. "I think I'll feel safer on a carrier than on a smaller ship. And a big ship won't rock so much when the big waves hit."

Friday night, even though Wil-

liams had been up since 5 a.m., he decided to go with some new shipmates and enjoy liberty.

"When Friday night comes, I just get a lot of energy," Williams said.

After staying up most of the night Friday, Williams and his new buddies followed the same itinerary Saturday night. But Sunday night, with Monday morning muster set for 4:30 the next day, Williams was in his rack at 9 p.m.

He couldn't get to sleep.

"I lay in the rack for about two

hours, thinking about my family, and when I would see them again," he said. Besides his mother and fiancée, Williams was missing his 16-year-old sister, and 2-year-old little brother. "I realized that it will be six months, maybe more, before I can get leave and go home.

"I got to thinking that I was going to be away for my birthday, Thanksgiving, Christmas, New Year's and my mother's birthday.

"That's just something I have to deal with," Williams said. "You can't live at home forever."

In Virginia Beach, Thursday morning, Christine Watson had been thinking along the same lines, but in reverse, as she got ready for her husband's retirement ceremony. She repeated her thoughts to Kennedy's commanding officer and the audience, when Wisely called her up to receive her bouquet of roses.

"Now," she said, "we will make up for all the birthdays, and Christmases, and Fourth of July picnics, and anniversaries that Phil has missed." □

Lefler is assigned to NIRA Det. 4, Norfolk, Mussi is a photojournalist assigned to All Hands.

65 years of *All Hands*

Story by JO2 Mike McKinley

All Hands magazine is 65 years old this fall. The great-grandfather of the present day magazine was the Bureau of Navigation's *News Bulletin* which was first published in September 1922. For the next 20 years the *News Bulletin* was the Navy's primary general information publication. Then in June 1942, the *News Bulletin* became the Bureau of Naval Personnel *Information Bulletin* when the Bureau of Navigation changed its name to Bureau of Naval Personnel.

The *Information Bulletin* in its September 1943 issue displayed the title *All Hands* for the first time. The simple story behind this change in the magazine's name may best be told by an editor's note that appeared on Page 40 of that issue of the maga-

zine, stating the purpose:

"To make as explicit as possible the fact that this magazine is intended for all Naval personnel — for all hands."

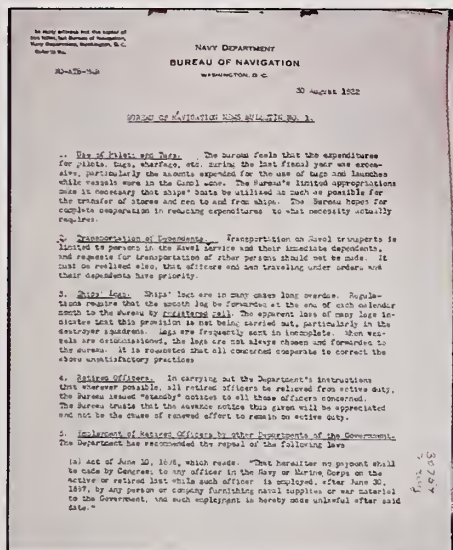
A little box of blue was placed on the cover with a prominent statement to that effect. Readers understood. This was a magazine they had come to consider their own, to differentiate from the countless "bulletins" which covered official matters or specific reader groups. This was their common, comprehensive source of news and information — not official but authoritative — and it was, as the announcement said, for all hands. And so, they changed the name among themselves and actually began calling the *Information Bulletin* by a new name: *All Hands*.

"One cannot ask more of a name for a magazine than that it reflect its purpose and content and that it be something spontaneously acceptable. Accordingly, in the interest of even greater service for the magazine, the Bureau is pleased to follow the nomination of Navy men and women: All Hands it is."

It's important to note, that although Navy personnel called the magazine *All Hands*, the *All Hands* title did not appear on the magazine until June 1945.

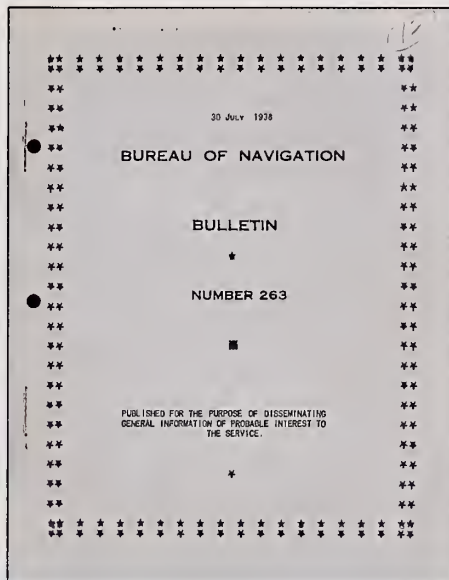
In commemoration of *All Hands'* 65th anniversary, we have reviewed the extensive *All Hands* archives kept by NIRA's Garland Powell. The following seven pages showcase a representative selection of *All Hands* covering nearly eight decades.

On Aug. 30, 1922, the *Bureau of Navigation News Bulletin No.1*, made its appearance at shore stations and on board the ships of the U.S. Navy. The bulletin was plain and unadorned, with a no-nonsense, right-to-the-point news format. The editors from BuNav made the claim that the publication would be "issued from time to time, to place before officers information concerning



Bureau activities that may be of general interest."

Highlighting this first issue was the Bureau's complaint that expenditures for pilots, tugs and use of wharves for the fiscal year 1921, especially in the Panama Canal Zone, were taking too big a bite out of Bureau appropriations. The Bureau requested that ships' boats be used as much as possible for transfer of stores and men to and from ships. Also, ships' logs weren't being sent to the Bureau on time at the end of each calendar month and many of those that were sent were incomplete. A little cooperation was requested from all ships, especially those in destroyer squadrons, which were singled out as the biggest offenders.



The July 30, 1938, *Bulletin No. 263* spotlighted the men of the Yangtze river gunboat USS *Panay* (PR 5). *Panay* was attacked and sunk by low-flying Japanese aircraft near Nanking, China, on Dec. 12, 1937, during a Japanese raid on Nanking. Though America was neutral in the war between Japan and China and the gunboat clearly displayed American markings, it was still attacked. Two crewmen were killed and 43 were wounded. The Secretary of the Navy awarded the Navy Cross to 23 enlisted men for extraordinary heroism while serving on board *Panay*.

Nearly half of the awards were presented to sailors who courageously operated machine gun batteries against the attacking planes, even though these guns could not bear forward, from which direction most of the attacks were made. The men remained at their guns until ammunition was expended, or until ordered to abandon ship. Many were painfully wounded and yet assisted in carrying other, more seriously wounded comrades from the ship six miles to a hospital.

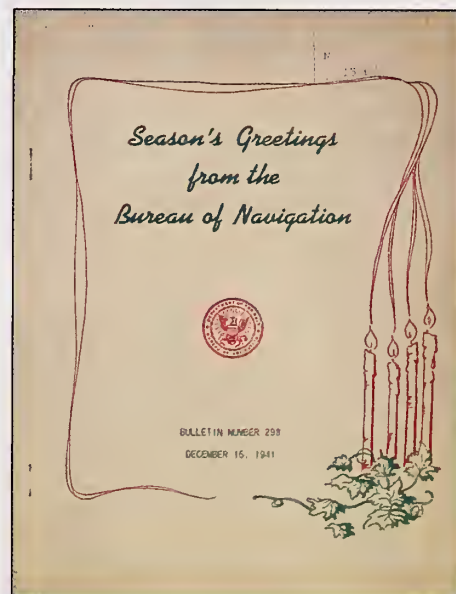
Japan apologized for the error and paid a large indemnity.

One week after the Japanese attack on Pearl Harbor, the Dec. 15, 1941 *Bulletin* carried a somber Christmas greeting from RADM Chester W. Nimitz, Chief of the Bureau of Navigation at that time. In part he wrote:

"As the year draws to a close, our country is engaged in a war with the Axis Powers that will require our utmost exertions, both physical and mental.

"The Navy has been trained and prepared to fight a successful war. I know that our officers and men can take punishment, but more importantly — they can dish it out. We have been hit hard and we have already commenced hitting back, but we will hit harder. I know our Navy will carry on.

"To the officers and men of the



Naval service and their families, I extend my sincere Christmas greetings and best wishes for a successful New Year."

Also, the Secretary of the Navy stated that dependents would no longer be given transportation to Greenland or Iceland, as all ships would carry troops only.

The March 1, 1942, issue of *All Hands* was one of the first issues to display extensive artwork on the front cover. Drawn by Naval Reservist Bruce Roberts, the cover art represented the long heritage of our fighting Navy.

This issue covered the awarding of the Distinguished Flying Cross to two Navy enlisted airmen. The recipients were Aviation Chief Machinist's Mate Ashley Clinton Snow Jr. and Chief Radioman Earle Baker. Clinton and Snow were cited for extraordinary achievements while participating in hazardous flights in Antarctica in 1939-40.

Snow and Baker, as pilot and copilot/radio operator respectively, piloted their plane on many flights during which they discovered unexplored mountain ranges, uncharted islands and 700 miles of previously unknown Antarctic coastline.

Many of these extraordinary flights were made over heavy, broken pack ice, where a forced landing would have resulted in a crash and rescue would have been practically impossible.

Secretary of the Navy, Frank Cox, presented the awards.



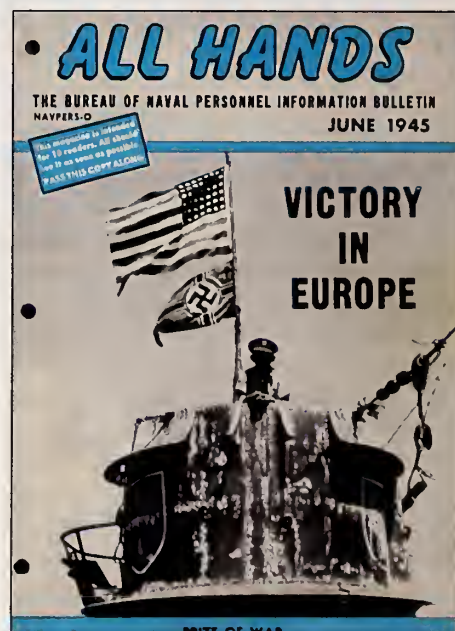
On the front cover of the September 1943 *Bulletin* the term *All Hands* first appeared, reminding sailors that distribution of the bulletin would be limited to one issue for each 10 officers and enlisted personnel. The actual name change came in 1945.

The feature story in the European theater centered on the U.S. Navy and its role in the invasion of Sicily, written by the famed war correspondent Ernie Pyle. Published under the bulletin's "Eyewitness Account of the Month" section, Pyle described U.S. sailors as "young men — newly trained — [who] carried through the test like veterans."

The big story in the Pacific was the U.S. and Canadian amphibious assault on the island of Kiska in the Aleutians. Kiska was taken by the Allies on Aug. 15, 1943, without a struggle since the Japanese forces, numbering between 7,500 and 11,000 were ordered by Tokyo to withdraw. The retaking of Kiska gave the Allies an unbroken string of bases toward the Kuriles and provided a vital steppingstone on the road to Japan. For the Allies, Kiska offered potential as a bomber base.

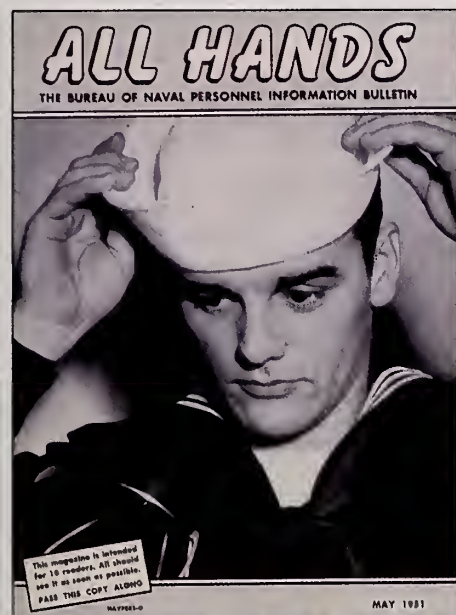
In June 1945, the bulletin was officially titled *All Hands* with the "Victory in Europe" issue. *All Hands* led off with "Long Road to V-E," listing the milestones that marked the five years, eight months and eight days from the attack on Poland on Sept. 1, 1939, to the German surrender on May 7, 1945. In a related feature, "Battle of the Atlantic," the magazine presented the Navy's exploits in the campaign that made victory possible in Europe.

But the war in the Pacific still raged. *All Hands* carried the stirring account of the ordeal of the carrier USS *Franklin* (CV 13) that was hit twice by an enemy bomber 90 miles off the coast of Japan. One of the bombs smashed through the hangar deck, igniting armed planes, fuel and ammunition turning the interior of



the ship into a blazing inferno. Out of a crew of 3,450, 724 sailors were killed and 265 were wounded. But through the superhuman efforts of the survivors, *Franklin*, a ship the Japanese boasted they had sunk, was saved and was able to sail 12,000 miles to New York for repairs.

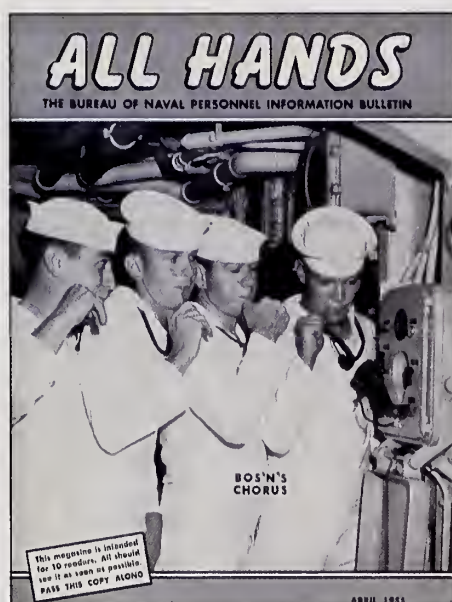
"Seapower and Korea" was covered in the May 1951 *All Hands*. As action in Korea entered its 11th month, this feature story described how Navy aircraft, flying behind the lines in North Korea were "demolishing bridge after bridge in the enemy's backyard" as "ships of the



Fleet were pounding his flanks with accurate shellfire."

In a related story, the vital role of helicopters in combat was explained. Although their primary mission was search and rescue and the evacuation of the wounded, they also proved valuable at a wide variety of other tasks. These included airlifting security patrols to advanced positions, resupplying isolated units, artillery spotting and reconnaissance, and anti-submarine patrol work.

The article went on to point out that the helicopter had a lot to do with changing the silhouette of many of the Navy's capital ships. Scout planes on all the Navy's cruisers and battleships were replaced by helos and future ships of these types would be built without a stern crane and catapult.



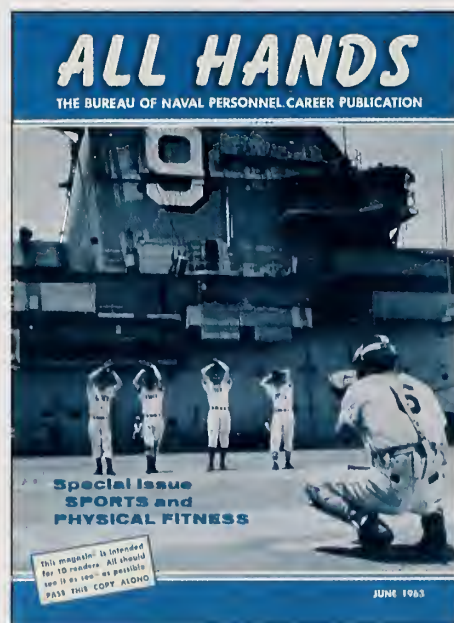
In the April 1955 issue, the Navy in the atomic age was represented by the *All Hands* center spread story on the submarine Navy, emphasizing USS *Nautilus* (SSN 571), the world's first nuclear-powered submarine. Commissioned in September 1954, *Nautilus*, named for the submarine used by Captain Nemo in Jules Verne's novel, *20,000 Leagues Under the Sea*, represented the latest in submarine concepts and was designed to cruise longer, farther and faster than any other submersible in the world. *Nautilus*, the second submarine in the U.S. Navy to carry the name, could circumnavigate the globe without resurfacing and could make 20 knots submerged. In comparison, ordinary submarines of the day operated on batteries while underwater, and even at slow speeds could travel less than 100 miles when completely submerged.

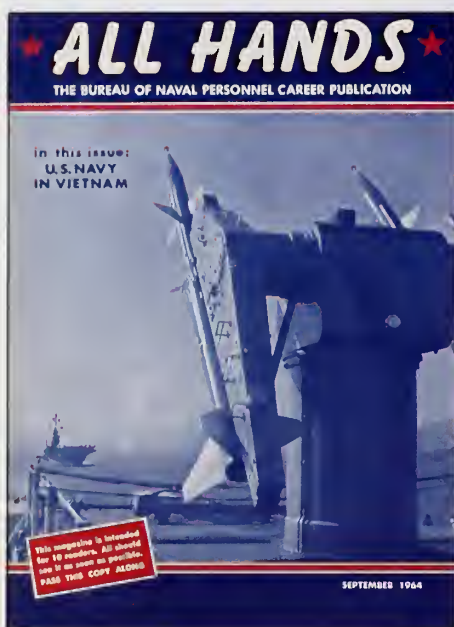
In addition to *Nautilus*, Navy proposals also included the building of a nuclear-powered, radar picket sub, two additional atom-powered subs and a guided-missile submarine. The nuclear Navy of the future was clearly taking shape.

The June 1963 issue of *All Hands* was devoted to sports and physical fitness. In its pages the magazine covered sports in the Navy, from 1775 to 1963, ranging from sail drills and clandestine (non-regulation) boxing or "slugging" matches of the old sailing Navy to athletes participating in the present day Olympics and Pan-American Games.

The magazine profiled Navy athletes competing in a variety of sporting events on the local, national and international levels of athletic competition. This coverage included the All-Navy basketball championships, the Military Olympics, the Navy's champion pistol and rifle shooters, the six Navy men who accounted for four gold and three silver medals at the 1963 Pan-American Games in Brazil and Navy athletes who won berths to represent the United States in the Olympic Games.

The magazine also emphasized general physical fitness for those not competing in organized athletics. *All Hands* closed out the special issue by outlining a number of conditioning exercises designed for sailors both ashore and afloat.





Events involving U.S. Navy fleet units in the vicinity of Vietnam were the main themes of the September 1964 *All Hands* magazine. The major emphasis was on the Aug. 2 torpedo attacks by North Vietnamese PT boats against USS *Maddox* (DD 731) in the Gulf of Tonkin off North Vietnam and the Navy's retaliatory strikes — on bases used by those North Vietnamese naval craft — by planes from USS *Ticonderoga* (CVA 14) and USS *Constellation* (CVA 64).

In a related story, *All Hands* carried a report on the activities of U.S. Navy advisors with the South Vietnamese Navy's First Coastal District Junk Force. Armed with various weapons and manning 31- to 55-foot junks, U.S. Navy advisory personnel and their South Vietnamese counterparts provided a barrier against infiltration by communist insurgent junk movements in Vietnamese waters.

The junk force crews were authorized to board and search any vessel inside the 10-mile fishing limit along the 120 miles of coastline the force was ordered to cover.

The April 1969 issue of *All Hands* was a landmark issue. For the first time, full-color photos were used on the front and back covers of the magazine. The cover featured a 50-state flag team participating in graduation ceremonies for a recruit class at the U.S. Naval Training Center, Orlando, Fla. In later issues, color photos would also be used with feature stories on a regular basis.

In this issue, the "Today's Navy" column reported on the deactivation of the carrier USS *Essex* (CVS 9). Considered the "Big Mama" in the carrier Navy, *Essex* participated in every major Pacific battle during World War II, made two combat action cruises off Korea, supported the U.S. Marine landings in Lebanon in 1958, served in the Taiwan Strait with the 7th Fleet in the same year and helped enforce the quarantine off Cuba in 1962.

Essex began its final deployment — flight training in the Gulf of Mexico — on Jan. 3, 1969. And on Feb. 1, a C-1A *Trader* cargo transport was eased down onto the *Essex* flight deck, marking the final landing aboard the proud, old carrier.



Antarctica and Naples, Italy, provided the geographic feature focus of the March 1971 *All Hands*.

The Navy's Antarctic Development Squadron Six's para-rescue team was the subject of one major story. PH1 Bill Hamilton followed team members as they underwent cold weather survival training and static line jump qualifications. The survival training included instruction in ice climbing, getting in and out of crevasses and building snow shelters. The jump portion of training required the accumulation of 10 jumps from 2,500 feet over the frozen antarctic landscape.

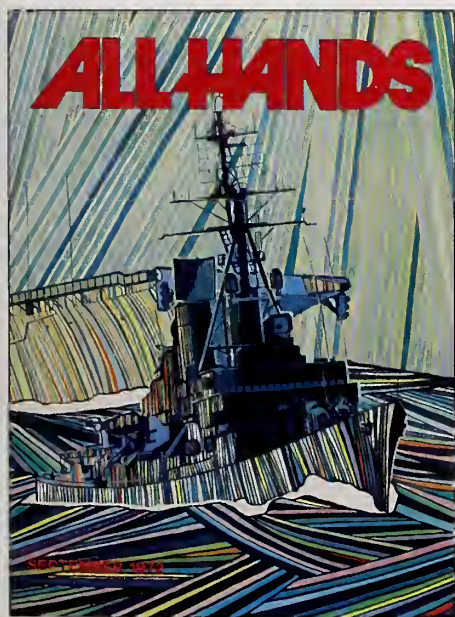
From the icy blasts of antarctic winds *All Hands* carried the reader to the sunny shores of Italy to profile Navy duty and liberty in Naples, where, as one sailor put it, "...anyone can discover centuries of history just minutes from Fleet Landing." The story centered on liberty-bound sailors enjoying such sights as the Castle Nuovo, the San Carlo Opera House and the Royal Palace with its view of the volcano, Mount Vesuvius, across the Bay of Naples.

The nuclear surface Navy was highlighted in the September 1972 *All Hands*. This feature story profiled the veteran nuclear surface ships at sea in 1972 and those under construction and emphasized that nuclear power and the nuclear-trained sailor were squarely in the center of the Navy's plans for the 1970s and beyond.

The nuclear ships operational at the time of the article were USS *Bainbridge* (DLGN 25), *Truxtun* (DLGN 35), *Enterprise* (CVN 65) and *Long Beach* (CGN 9).

The advantages of nuclear-powered surface ships were outlined. It was pointed out that these types of ships had almost unlimited endurance at high speeds, less dependence on logistic support and greater attack effectiveness.

In addition, the feature stressed that more nuclear ships meant more sailors trained in nuclear power. Those sailors had to be among the most highly trained in the service. The benefits for sailors who completed the nuclear power program included rapid advancement, specialty pay and reenlistment bonuses.



In the May 1974 issue, *All Hands* became "The Magazine of the U.S. Navy," and was no longer "The Bureau of Naval Personnel Career Publication." The new title appeared on the table of contents page below the *All Hands* title. Featured in this edition were the ships USS *Tarawa* (LHA 1), USS *Spruance* (DD 963), USS *Hector* (AR 7) and USS *Tiru* (SS 416). These ships represented samples of the "new and the tried and true" ships of the fleet. *Tarawa* was the first of the new amphibious assault ships to join the fleet and *Spruance* the first of a new fleet of multi-mission ships which combined most of the capabilities of previous destroyers with innovations all their own. USS *Hector* and *Tiru* symbolized the finest of the fleet, each of them veteran warriors that were still going strong after 30 and 26 years respectively.

"Navy News Briefs" reported that Navy minesweeping helicopters and support forces from Norfolk and Charleston, S.C., were scheduled to conduct a minesweeping operation in the Suez Canal, blocked since the 1967 Arab-Israeli War.

Chief of Naval Operations ADM James L. Holloway III was beginning his third year in office when the July 1976 issue of *All Hands* hit the streets. In this bicentennial issue of *All Hands*, the CNO expressed his views on Navy objectives, goals, problems and priorities. Emphasizing fleet readiness, the CNO explained how the strength of the Navy is dependent on the caliber and dedication of Navy men and women.

Holloway said that each individual is accountable for ensuring that



the Navy progresses toward the goal of equal opportunity and that the nation must provide a level of compensation for Navy men and women that will give them as satisfying a quality of life as possible within the rigors of a military vocation.

The CNO also told sailors on the ships he visited that the true measure of the Navy's value would always be its ability to carry out its missions — whatever the place, time or circumstances. And, from what he saw during his travels to the fleet, that the Navy had the people and the resolve to stay number one.

The U.S. Navy's participation in England's Silver Jubilee Naval Review held at Portsmouth, England, to commemorate the 25th anniversary of Queen Elizabeth II's coronation was the big story in the September 1977 *All Hands*.

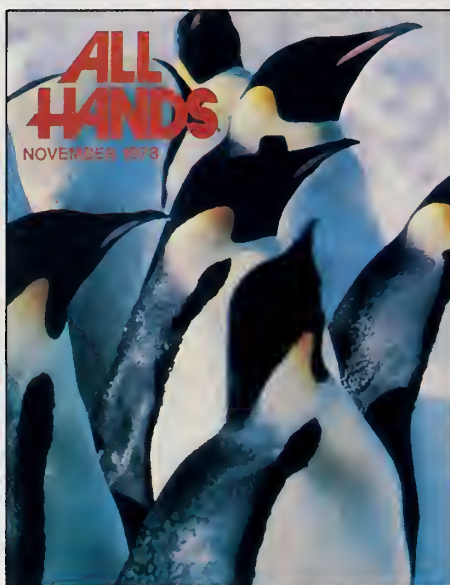
More than 30,000 sailors from 18 nations manned the ships that



passed in review before the Queen and Duke of Edinburgh. In this contingent were 1,400 American sailors who had arrived aboard a seven-ship task group which included USS *California* (CGN 36), *Francis Marion* (APA 249) and the nuclear attack submarine *Billfish* (SSN 676). Among the American sailors were nearly 400 midshipmen on their summer training cruise. These novice sailors received not only the opportunity to visit foreign lands, but worked alongside experienced sailors as well.

The weekend preceding the review was filled with tours of London, Stonehenge, Stratford-on-Avon and other historical spots.

Of the 170 ships passing in review, USS *California* was the only nuclear-powered surface warship to pass before the Queen.



The big story for the November 1978 *All Hands* was the assignment of Navy women for duty aboard ship. As a result of a change in the U.S. Code, signed by President Jimmy Carter, 430 women were to report for sea duty aboard 21 Navy ships. The ultimate Navy plan at that time was to assign 4,950 enlisted women and 204 women officers to non-combatant Navy vessels.

Also sharing this issue was a piece on the Navy's role in Antarctica and its support of the hundreds of scientists of the U.S. Antarctic Research Program. Since 1955, these scientists had been journeying each year to Antarctica in search of information about the world's last geographic frontier.

During the 1978 season on the "Ice," scientists uncovered a large number of meteorites atop an Antarctic icecap. These were being studied to help unravel the secrets of the origins of life on earth. Also, minute organisms were found living in rocks not far from McMurdo Station, in an area that had been regarded as devoid of life. This discovery was considered an aid in future searches for life on other planets.

In its July 1981 issue, *All Hands* featured as its opening story a piece on JOBS — Job Oriented Basic Skills, the new Navy training program that provided "A" school preparatory training for those sailors who had the potential but not the necessary entry scores for "A" school admittance. The story focused on the students involved and the value of the training in filling manpower requirements and increasing sailor promotions.

Also featured was the color spread on the construction of the Naval Submarine Support Base at Kings Bay, Ga., and the Navy's concern for integrating the base into the environment without disrupting the natural ecology of the area.

In another story, *All Hands* profiled USS *Dixie* (AD 14), at that time the oldest active ship in the fleet with 41 years of service.

The magazine followed USS *Charleston* (LKA 113) to New Orleans and Mardi Gras 1981, where the ship acted as representative host for the Navy during the famous festivities. More than 2,000 visitors toured the ship during its stay in New Orleans.



No longer relegated to the table of contents page, the subtitle *Magazine of the U.S. Navy* appeared for the first time on the magazine's front cover, in the April 1985 issue of *All Hands*.

In this issue *All Hands* presented its first in-depth story on the SEALs, the Navy's famed special warfare unit. Readers were introduced to the SEALs, who they are, how they are trained and how they carry out missions, with an interview with Master Chief Boatswain's Mate Jim Rowland, a combat-seasoned SEAL who saw action in Vietnam.

Also covered in the color center-spread was the United States Naval Aviation Museum at NAS Pensacola, Fla. This museum, the third largest of its type in the country, was established in 1962 and has nearly 150 aircraft representing more than 70 years of Naval aviation history. The museum's displays interpret aviation from the Wright brothers to the present day.

Included are Coast Guard aviation exhibits and displays on airships, the evolution of aircraft motors, aircraft carrier history and aviation's Medal of Honor winners.



The February 1987 issue of *All Hands* featured the story on the first U.S. Navy warships to visit the People's Republic of China in the nearly four decades since the Communist advance forced all Westerners out of China in 1949.

The three U.S. Navy ships that sailed into the Chinese port of Qingdao were USS *Reeves* (CG 24), USS *Rentz* (FFG 46) and USS *Oldendorf* (DD 972).

The visiting American sailors took advantage of several tours in the area and hosted tours on board their ships for visiting Chinese military personnel and civilians.

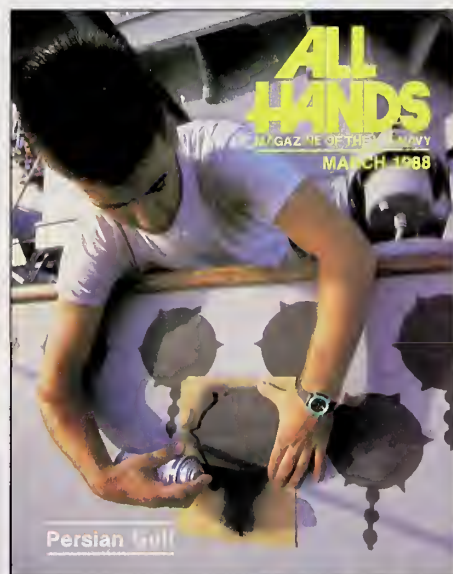
This issue also spotlighted the background and personalities involved in the Walker spy ring, a nefarious group of traitors, who, for over 15 years, from 1968 to 1985, stole invaluable Navy defense information from various ships and Naval commands and sold this information to the Soviets.

The story dealt with the criminals involved, their mode of operation, their capture, the scope of Naval secrets that were compromised and steps the Navy has taken to prevent a reoccurrence.

March 1988 saw *All Hands* devoting an issue to the U.S. Navy in the Persian Gulf. This edition highlighted the sailors, both active and reserve, manning the ships on escort and minesweeping duties in the Gulf. The various stories presented the day-to-day activities of the Navy destroyers, frigates, cruisers and minesweepers protecting U.S.-flagged shipping in the deadly waters of the Gulf. This presence projected America's military capability and the credibility of our country's commitment to peace in the area. It showed the Iranians that they couldn't continue to act against international law without retribution.

In addition, the all-important logistic support units behind the sea-going forces were featured. Spotlighted were Helicopter Combat Support Squadron Two and the Navy's Administrative Support Unit in Bahrain.

All Hands has covered sailors on the front line and sailors behind the scenes during the past 65 years. We look to a future of recognizing the many contributions of Navy men and women around the world. □



House buying

Like almost every American, the average sailor appears to have a growing yearning for a land-based dream — the American dream of owning a home.

Story by JO1 Melissa Lefler

For some sailors, owning a home is an expression of individuality, a chance to have it "their way." For others, it's just good business.

"There is no way I wanted to continue paying someone else's mortgage [by renting]," said Electronics Technician 2nd Class Laszlo Nagy, explaining his decision to buy a brand-new home in Virginia Beach six months ago. Nagy deliberately chose orders to Dam Neck, Va., so he and his wife could buy their first house, an impossibility at their former duty station in San Diego, where, he said, prices run twice as high.

"We took out a Veterans Administration, no-money-down loan," Nagy continued. "It was extremely easy. We did most of the paper work by mail and over the phone while we were still in San Diego." Nagy and his

wife flew to Virginia about a year ago, chose a realtor, and looked at new developments. "We got floor plans from the builders and picked the house," Nagy said. "Then I called the real estate agent, collect, practically every other day to check on the progress of the house and the loan application."

The price is right

According to a Hampton Roads, Va., real estate agent, the average home in Hampton Roads — which includes the Navy installations in Norfolk, Virginia Beach, Chesapeake, Portsmouth and Yorktown — sells for between \$90,000 and \$100,000, about \$20,000 less than the current national median. He pointed out that there are thousands of older homes, condominiums and townhouses in the \$60,000-to-\$80,000 price range. The realtor said

these may often be within the financial means of sailors in paygrades E-5 and up, and are sometimes within the realm of possibility for people in lower paygrades who have military spouses, or spouses who work full-time.

"I have sold houses to E-2s and E-3s, and to Navy people as young as 19," said a Norfolk realtor. He added that first-time home buyers in the area are probably younger than the national average because of the availability of Veterans Administration no-money-down loans to young military people.

Acres of new housing developments, like those the Nagys toured, have mushroomed throughout the country, pushing even farther into areas once characterized by quiet farms, rivers and streams. Former farmland now has hundreds of wooden-staked, bare-dirt plots

where houses will soon be built along ever widening, two-lane country roads — roads which, until recently, were seldom-traveled, are now crowded at rush hour. Banners and multicolored flags wave over the model homes, where dozens of signs proclaim: "Open house! New homes! Energy-efficient! Why *rent* when you can *buy*?"

Drive a few hours north to the Washington, D.C., area and the story is the same, except the median hous-

ing cost is much higher.

"Washington, D.C., is my first assignment in the Navy," said Yeoman 3rd Class Steven Villwock, an administrative clerk assigned to Navy Tactical Support Activity. "When I got my assignment, government quarters were unavailable in the D.C. area or you had to sit on a waiting list for a minimum of seven months," he said. After renting an

apartment for one year, Villwock and his wife found their rent skyrocketing. "We couldn't see throwing \$700 a month out the window when we could be applying the money to a home of our own," Villwock said.

After making the decision to purchase, Villwock felt the process was fairly easy. "We've been here for awhile so we had an idea of the location we were looking for. We set a price range that we knew we could



House buying

handle, found a good realtor and located what we wanted in about a week," he said. Their settlement took about another month.

The Villwicks had a number of things in their favor when they purchased a house. "We had about \$10,000 in our savings account and my wife works," he said. "Without two incomes it would have been real hard — probably impossible. Even with both of us working, we have to tighten our budget to make payments and complete some home improvements."

The Villwicks purchased their first home four months ago. "It's not a 'new' first home — we didn't even look at those," he said. "The house is about 15 years old and has its bumps and bruises — but it's nothing we can't handle," Villwick added.

Sailors are eager for the best in a new home, say real estate agents. Luxuries unheard of in homes built 15 or even 10 years ago are standard in many of the new houses here; fireplaces, skylights, bay windows, decks, indoor balconies, hot tubs, kitchen work-islands and microwave ovens. Although most sailors can't afford a house with all these amenities, they are grabbing up homes that have as many of them as possible, say realtors.

Patience pays off

"I came to San Diego in 1970 and called San Diego my home ever since," said Master Chief Yeoman (SW) Bob Ferris, command master chief of USS *Lynde McCormick* (DDG 8). "We came from a recruiting tour in Omaha, Neb., and rented one half of a duplex in Chula Vista. The rent we were paying was just about the same as we would have paid if we qualified to buy a house. After a year in the duplex, we found our house," Ferris said.

"Our realtor knew we didn't have a lot of money, and she kept an eye

on the listings. Finally, she found a house in Chula Vista that was within our means. There were four other people waiting to buy the house, and my wife and I fell in love with it. It was exactly right for us and our son. Fortunately, we were the ones who got it and we've had it ever since," Ferris recalled.

"I was a petty officer first class at the time and compared to the salaries of today, we didn't make a lot of money. We qualified to buy the house based on the money we had saved when we were in Omaha, which was a low cost-of-living area," Ferris said. "I had saved a couple of thousand dollars in the bank and from that made the down payment on a seven percent VA in-service loan."

Ferris stated that initially they could just make the payments. "I had to take out a second mortgage when we put the addition on the house," he said. That raised his payments, but the sacrifices weren't major, he added.

Ferris said, "It's been worth it. Anything we want to improve is in our jurisdiction. We're not constrained because it belongs to someone else — the government or a landlord."

Starting from ground-zero

"Young buyers usually want a whole lot more than is realistic," said one realtor. "They aren't willing to settle for the 'starter' homes I was selling five years ago. They think they deserve something like their parents have, or better, but they forget — that house usually isn't their parents' first home," he added.

One real estate agent said he tries to convince many customers not to buy at the maximum price the VA will qualify them for — even though as a realtor, he earns a smaller commission when his clients choose a cheaper house. "But if they absolutely insist on the most expensive

home they qualify for, and they pass the credit checks, I am required by law to sell it to them," he added.

"Buying our house is one of the biggest things we'll ever do," said Villwick. "It was really hard to make the decision to buy a house now, but the outlook is really grim — what's affordable at \$85,000 today is expected to be \$125,000 five years from now, if not sooner."

One of the hardest things to keep in mind in purchasing a house is the extra expense incurred after moving in. "Some things you know about when you buy a house," Villwick mentioned. "You can actually see them — a new refrigerator, a dryer, a lawnmower or paint. But, then there's the utilities and insurance you didn't have before. Even my auto insurance increased because of additional commuting distance."

Planning is the key

Overbuying — extending a budget to accommodate the most expensive house payment they qualified for — combined with "creative financing," meant one Navy couple ended up taking an \$8,000 loss when they sold their home. The couple, a petty officer second class and her husband, a chief petty officer, requested to remain anonymous to protect their privacy, but wanted to tell their story to prevent other people from buying before planning carefully.

In 1984, they found a house and signed a VA graduated payment mortgage. Because the interest rate was set artificially low for the first few years of the mortgage, the monthly payments were also lower. Their graduated mortgage payments were scheduled to increase sharply each year for seven years.

"A lot of people get burned on graduated payment mortgages," said Pete Brock, a loan officer for a Norfolk banking firm. "What happens is that if they don't keep the house long enough to pay some of it off at



the highest rate of interest, no matter whether it appreciates or not, they could end up owing more than when they bought it."

"Despite the fact that we held on to the house for more than two years, and the house appreciated in value, we lost money," the petty officer said. When they bought the house in 1984, the prevailing interest rate was 14.5 percent. That high interest rate increased the average house payment to about \$500 more than they could afford.

The first mortgage increase bit into their budgets and by the second year, the next increase in the payment made an even bigger dent in their take-home pay. Their cost of living increases did not begin to make up for the difference, she said.

When they decided to sell, they

discovered they were in trouble. In 1986, when they put the house on the market, the prevailing fixed interest rate had fallen to nine percent. "Nobody in their right mind would have assumed our loan when they could get a new loan for nine percent," the petty officer stated.

After paying the realtor's fee — about six percent of the \$90,000 sale, and the points, the couple discovered they had lost almost \$8,000. Losing the house cost them more than money. "I loved owning my own home," she said. "There are things you just can't do when you rent and if things had been different, we would have held onto that house — we had the white picket fence, and everything."

She warns against other mistakes she and her husband made. "It was too easy. We went out, looked at the house, put \$500 down to secure the contract and bought the house. The next time we buy, we won't buy new cars and furniture until we see the other costs — like the electricity, water, sewage, garbage, property taxes and insurance."

Holding on to a good thing

Electronics Technician 2nd Class Brett Kreisher's attitude toward home ownership typifies what realtors hear more and more. Two and one-half years ago, the Kreishers bought a house in Dam Neck priced at the upper limit of their VA qualification. Kreisher said his house has probably already appreciated \$10,000 since then.

"I chose duty here at Dam Neck specifically because Virginia Beach is a good real estate investment area," Kreisher said. Although their house has gone up in value, they don't plan to sell it immediately when they are transferred in December. "I plan to keep the house and rent it because the payment is fairly low, compared to what the house is worth now," he said.

Renting while away

Opinions are divided about how well renting works out for the owner who remains on active duty.

"Soon after buying our house in San Diego, we received orders to Washington, D.C.," said Ferris. "I rented out my home in San Diego while we were gone for the four and one-half years."

"The disadvantage of renting out your house," continued Ferris, "is that is no matter how good your tenants are, when you come back, the house is not like you left it. We found broken hardware on the doors, the carpets were unusable, the window screens were broken and shingles were missing on the roof from children playing on it."

Still, the Ferris' found the advantages of renting out their house rather than selling it outweighed the disadvantages. They had to replace screens and carpets, but by not selling their house, they allowed its value to accrue to a level that far surpassed what they spent to fix it back up.

"If you are having trouble selling, renting out is an option," said an agent. "You have to be able to afford the negative cash flow that may possibly result from renting it to someone else. Most of the time, unless you have had the house for quite a while, the rent may not completely cover the mortgage payment and the other costs."

For people who transfer overseas and live in government housing, renting the stateside house can be particularly profitable, he added. "In the time they are gone, the rent has usually increased about seven percent per year. They come back from an overseas area where they can afford the negative cash flow because the dollar is worth more, and the house is worth considerably more than when they left."

Some realtors recommend that absentee landlords should hire an extremely good rental manager and

House buying

have a thorough credit check done on prospective renters.

However, David Childress of the VA regional office in Roanoke, Va., has seen foreclosures result from attempting to rent a property from the other side of the world.

"Owners think, 'Well, we will rent it out,'" Childress said. "But then, how are they going to handle it if the renter stops paying or just moves out, and they are in San Diego and the house is in Virginia Beach?"

"They are now stuck having to make payments on two houses. The natural inclination when money gets tight is to make the payment on the roof currently overhead, but they must also pay the mortgage on the rented property or risk foreclosure," he said.

Taking your time

A cautious man by nature, Fire Control Technician 1st Class Alan Fantas of Dam Neck asked himself those hard questions before he bought an 18-year-old home in Virginia Beach. At first, when he and his wife came to Virginia from Japan, they had no intention of buying a house, and rented for over a year, but problems with their apartment caused them to look for another rental.

"When we were transferred to Norfolk," Fantas explained, "I really didn't think I could afford to buy a house. I saw what we were paying for rent, and how much more we would have to pay to buy — \$190 a month more. That scared me."

Fantas said once he and his wife made up their minds to buy (a decision that took about six months), there was no way he would buy a house at the top price they qualified for.

"We went about it differently than most people. We didn't let the realtor tell us what we qualified for — we told him we didn't want to pay any

more than a certain amount."

Those self-imposed restraints did make it difficult to find a house that they liked, Fantas admitted, and they searched for several months before they found the house they bought.

"Since we aren't stretched to the outer limits of what we qualified for, the payments are easy. We still put money in the bank every month for savings. I don't miss the extra money that goes to the mortgage payment. Having the house more than makes up for it."

Homeowner/handyman

It hasn't all been smooth sailing. After the Fantas' lived in the house

seven months, the rain gutters fell off, and Fantas climbed up on the roof to replace them.

"When you rent and the toilet breaks, you call the landlord and he sends the plumber to fix it," Fantas recalled. "When you buy a house and the toilet breaks, you are the plumber, unless you want to pay someone a fortune."

Ten days before last Christmas, their stove burned up. "We picked out a new one," Fantas said. "I looked at my wife while the salesman was writing up the ticket and said, 'Merry Christmas, honey.'"

Fantas still says he isn't sorry they didn't buy a brand-new house, because the older home has features they like. For example, houses built 20 or 30 years ago tend to have bigger yards than those available with comparably priced new homes, and Fantas thinks the house was constructed with better quality materials than most new homes.

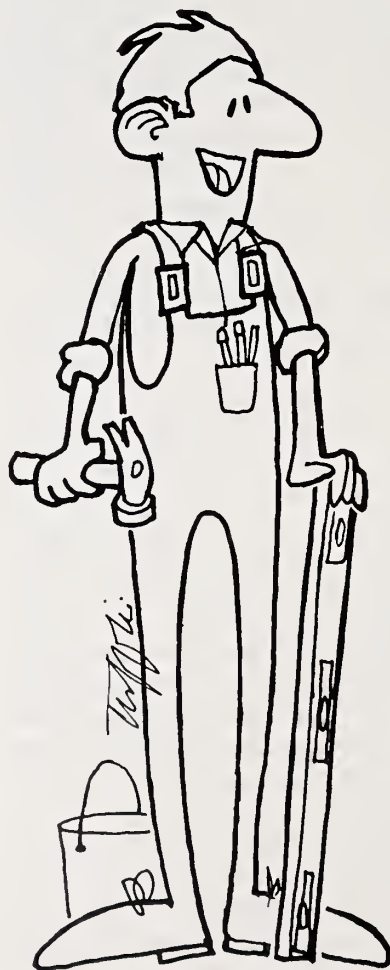
"After renting, owning a home is wonderful," Fantas concluded. "It's a lot of work, but it's a proud feeling. You can see the results of what you do — repainting, repairing."

Inspect before buying

One thing the Villwocks did before purchasing their older home was to get an inspector out to the house before settlement. The inspection was not part of the closing costs for an older home and they had to contract separately for it.

"The inspector looks for all the items that may be wrong with the house," said Villwock. "The benefits definitely outweigh the costs involved, because you know what you're getting into," he added.

Buyers should be aware that even a new house isn't immune from the necessity for repairs, the VA's Childress pointed out. "The builders have some good warranty programs, but people have to remember perfec-



tion is a goal rather than a reality," he added.

Journalist 2nd Class Rhonda Dempsey, of the Norfolk Naval Base, and her husband, YN2 Michael Dempsey, of the submarine tender USS *Hunley* (AS 31), fell into the gap between perfection and reality in March, when they spent their first weekend in their new Cape Cod-style home in Virginia Beach. The weekend turned into a scene straight from the movie "The Money Pit."

"The thermostat wasn't in when we got there, so we had no way to turn the heat on. We called up the builder and the contractors rushed right out to put it in," Rhonda Dempsey remembered.

"Later, when I put some spaghetti down the garbage disposal, it backed up into the bathtub. We called the builder again and he had the plumber come out. During construction of the house a nail punctured one of the water pipes."

When it got dark, the Dempseys discovered that their dream house had been cross-wired — they turned on a light switch in one room, and the lights came on in another room.

"We didn't know how safe the whole electrical system was after that," Rhonda said. "I was close to tears."

The clincher came the next day, Sunday, when Rhonda flushed the toilet and water overflowed onto the carpet. "This time, I called our realtor. She was wonderful, she called the builder and really laid it on the line. Then she called us back and said we might not be able to use the water until the next day. I said, 'Look, I have a baby, I have to make formula. Michael and I have to take showers tonight. We have to go to work tomorrow.'"

After the real estate agent's second call to the builder, the builder offered to put the Dempseys in a hotel until the house was fixed. They

packed their suitcases, and moved to a hotel overnight. "He put us up in a beautiful luxury hotel right on the beach," Rhonda said. The carpenter, electrician, plumber and carpet cleaner came to the house to fix what was wrong. Michael watched them make the repairs.

Now that most of the bugs are out, Rhonda said they can laugh about their experience. "You have to learn that there will always be problems, laugh at them, live with them and don't try to fix them all at once. I learned that most of the people who have bought a new home have some of the same troubles, although they won't always admit it."

Michael added that a nice home is important to both of them. "We put all our money into buying our house — it is almost \$300 a month more than our rent was. We budget, watch for sales, plan ahead. But it's worth it," he said. "Owning the house has made us happier together now that we have reached this goal."

Rhonda admits that she loves the house so much that it will be difficult to give it up if they are transferred out of the Norfolk area. "It makes us want to 'homestead,'" she said. "We told our detailers that we bought a house and we've negotiated for orders to stay here."

A change of lifestyle

Buying a house alters your lifestyle and your priorities, agrees ET1 Robert Cummings, who teaches radar at Naval Guided Missile School, Dam Neck.

Cummings says that his whole life has changed in the past 18 months — he got married, they had a baby and bought a new house a month ago — all things he had looked forward to.

"I've been at sea for seven years. That's my whole time in the Navy," Cummings recalled. "Once I rented a house with a bunch of guys — you know what that's like, not much

quieter or more private than living in the barracks. The rest of the time, at least three-and-a-half of the seven years, I lived in a bunk on a ship. This is the first time I've had some privacy, some room to myself."

Unlike Fantas, Villwock and Nagy, Cummings did not use his wife's income to qualify, because she doesn't work outside of the home.

"Our family has a vanishing lifestyle," said Cummings. "My wife doesn't want to work since she had the baby, and I don't want her to." His submarine pay made the difference, Cummings said. Without that, he probably could not have afforded a brand new house or perhaps any house.

"There are not many new, single-family homes being built here in the \$60,000 to \$70,000 price range, because the builders can't afford it," said a Norfolk realtor. "The profit margin from those houses isn't enough. Bob was lucky to find one, but we are talking about a basic house here, no frills." The no-frills aspect doesn't bother Cummings, who's content with a "starter" home.

"I am proud to own a home, being as young as I am," said Cummings who is 27. "My parents just recently bought their first house and they are in their 50s. It makes me feel good that I can handle the responsibility. Even though I am stretching my budget, I don't feel like I am sacrificing anything." Cummings added that he will probably start a pay allotment to make sure the house payment is on time every month.

"It's my own land, my own piece of America," Cummings continued. "If I wanted to paint it purple, then by God, I'd paint it purple." □

Lefler is assigned to NIRA Det. 4, Norfolk. JO1 David Masci, assigned to NIRA Det. 5 in San Diego and Marie Johnston, All Hands staffwriter, contributed to this story.

House buying tips

Planning to buy a house? Before you commit, consider:

- **Consult your Navy legal assistance office before you sign anything.**

Remember, "a contract is a contract is a contract." Generally, a contract is binding and can't be changed without the consent of all parties involved. Some states define what a real estate contract must look like, while in other states it doesn't matter whether it's written on legal stationery or a garbage bag, it's legal. Most people aren't experts when it comes to buying a home, so it pays to get legal advice before you sign any agreement. Verbal agreements won't protect you if the seller later refuses to include items such as drapes. If the legal office can't help, they can offer suggestions on how to obtain advice.

- **Find out the background on the house and neighborhood.** For instance, are there any property restrictions or restrictive covenants? You may not be able to park your boat or RV on the property, or be able to paint the house a certain color, or build an addition. Sometimes there are property owner's association dues that must be paid. If you are planning to buy land to build a home on, and there's no sewer system available, you should make sure the land will pass the environmental inspection for a septic tank before you commit yourself. You can protect yourself by writing a contingency clause into the contract stating the land must pass the required inspections. Ask questions before you commit.

- **Know the home's condition.** A termite inspection is just one of the inspections you should have. If the furnace, plumbing, roof, and electrical wiring are old or faulty you could face costly repairs. It's worth having a professional engineer survey the home. Write a contract contingency clause stating the house must pass inspection for the contract to go through.

- **Think resale when you select a house.** Chances are you'll be selling the home within a couple of years, so it should be attractive to future buyers. Consider the home's location, is it in an area that has good schools and convenient shopping? Does it lie in a low-level area that may experience flooding periodically? You don't want to get stuck with something you can't sell later.



- **Shop for financing and beware of special deals.** Many types of mortgage financing are available, from 30-year conventional loans to adjustable rate mortgages that start off with low monthly payments which can grow much higher if interest rates rise. Some loans have low rates initially with large "balloon payments" later. Be cautious of ARMs with negative amortization. At the end of the mortgage period you may still owe a large sum of money. Ask the lender if the loan contains negative amortization. The Veterans Administration has been guaranteeing home loans for veterans and service members for years. The benefit of the guarantee program is that it meets the requirements for investment protection demanded by commercial lending institutions through substantial

down payments. Because VA-guaranteed loans require no down payments (because VA protects the lender), it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA. If you are an eligible veteran or an active duty member seeking to enter the housing market, contact the nearest VA office, commercial lending institution or a service representative of any national veteran's organization for more information and applications.

- **No credit isn't necessarily bad credit.** First-time home buyers can find out the maximum loan for which they can qualify by having a real estate agent or mortgage lender perform a credit check. During this phase, the agent or lender will analyze your income, debts and other obligations. Then a credit check will be processed through one of the national credit bureau computers to see if you pay your bills on time. For instance, one of the first things they will look at is if you pay your rent on time. If you have had problems paying for something on time in the past, sometimes all it takes is a letter of explanation to the credit bureau to clear up the matter.

- **Don't become house poor.** Many people fail to consider the other costs associated with a monthly house payment. For instance there is the house mortgage payment with its interest, plus the local taxes and then there's the house insurance. And what if your toilet needs a new flapper valve? You are often better off not buying the maximum house for which you qualify, otherwise you might find yourself in a situation without any extra money for other expenses.

- **Hire professionals who will represent you.** Choose your own attorney and survey engineer. Don't have the seller or agent make the selection for you. Remember *your* best interests. □

Decatur's ghost

Halloween wouldn't be complete without a ghost story. A famous Navy hero turns out to be one of Washington, D.C.'s best known ghosts.

Story by JO2 Mike McKinley



In the early morning hours of March 22, 1820, the normally placid Maryland countryside echoed with the sound of gunfire. The two duelists seemed to have pulled the triggers simultaneously. The roar of the pistols melded together into one loud report, silencing the birds in the trees surrounding a small field just outside the town of Bladensburg.

In that field, a man lay sprawled in agony, blood soaking his trousers from a wound in his hip. Standing over him was another man, with a smoking pistol held limply at his side, staring down at the prostrate form at his feet. Suddenly, wincing with pain, the man's legs buckled and the pistol dropped from his hand as he, too, collapsed to the ground, blood dotting his shirt and trickling from a small crimson hole on his right side.

As the duelists' seconds raced forward to minister to the downed gunmen, a small contingent of witnesses to the duel stood around

Decatur agreed to duel Barron at eight paces, a lethally close range, in deference to Barron's nearsightedness.

Decatur's ghost

Only one of the duelists would survive the deadly encounter on the "field of honor" at Bladensburg.

them, their low murmurings mingling with the sound of a nearby bubbling brook, known appropriately as Blood Run.

Only one of the duelists would survive that deadly encounter on the "field of honor" at Bladensburg. That man was the challenger, Commodore James Barron, who was shot in the hip. But the man who put the pistol ball there, Commodore Stephen Decatur, Naval hero of the Barbary Wars and War of 1812, died shortly after being brought back to his Washington, D.C., home at Lafayette Square.

Although the *code duello* was outlawed in nearly all states, with Maryland being one of the exceptions, Decatur was still buried with full military honors. Thousands lined the route of the commodore's funeral cortege, openly mourning the fallen hero and silently condemning his slayer.

The nation wept in farewell to Stephen Decatur. But many feel that the dead hero never really left.

According to newspaper accounts of the day, Decatur's spirit did not wend its way to the ethereal regions, but returned to his Washington home. In statements made by some of the household staff, they claim they saw Decatur's ghost one evening, nearly a year after his death, as they were returning from an errand. The witnesses described seeing the

transparent figure of the commodore standing in a second-story parlor window, staring out at them with a melancholy expression on his face.

This alleged sighting of the handsome figure with the sad countenance was to be the first of many claimed by other passersby well into the present century. But why did Decatur's ghost choose to appear in this particular window? And why did his spirit return to Washington, when he was taken to Philadelphia for burial?

On March 21, 1820, the night before Decatur rode out to meet Barron at Bladensburg, there was a party at the Decatur house in honor of the betrothal of President James Monroe's daughter. Not, understandably, in a festive mood, Decatur retired to the parlor. He gazed out the window, quite likely pondering the sequence of events that led to the upcoming duel.

In 1807, Commodore Barron was court-martialed and found guilty of negligence for his actions in the *Chesapeake-Leopard* affair, an incident that eventually helped touch off the War of 1812. Off Cape Henry, Va., while commanding *Chesapeake*, Barron was challenged by the British frigate *Leopard* to surrender several sailors accused of deserting His Majesty's Royal Navy. When Barron refused, he was fired upon by *Leopard*.

In the dispute that followed, Barron's officers accused the commodore of doing very little to defend his ship, firing only one shot in return. Three of his men were killed and 18 were wounded before Barron surrendered, allowing a boarding party from the British frigate to come aboard his ship and remove four sailors. Unfortunately, three of the sailors taken were native-born Americans.

As a result of the court-martial, the nine-man board, which included Decatur, suspended Barron from the

Navy for five years, with the stipulation that upon reinstatement he would serve only at half-pay.

Barron's bitterness toward the entire board of brother officers soon focused into resentment for just one man — Decatur. Shortly after Barron was suspended, Decatur was given command of *Chesapeake*. Barron's resentment turned to hatred as Decatur garnered new heroic laurels in the War of 1812, while his own career languished in backwater commands. Constantly passed over for posts he desired, including the command of another ship, Barron laid the blame on Decatur, accusing him of leading a conspiracy to destroy his career, even after the war was over.

Obsessed almost to the point of paranoia, Barron set about trying to provoke Decatur into a duel by voicing vicious personal attacks on Decatur's honor. For years Decatur tried to ignore Barron's hate campaign. But patience had its limits and Decatur finally wrote to Barron, "... if we fight, it must be on your own seeking..." Barron interpreted this statement as Decatur's acceptance to duel and arrangements were made.

Although Decatur had fought several duels before, he was not eager to participate in another. He felt that the reputation of neither Barron nor himself would profit if one killed the other. Also, he had had enough of fighting and was enjoying a peaceful life with his wife Susan at his Washington home. The thought of maybe not returning alive gloomily crowded in on his thoughts that fateful day.

Thus, depressed and apprehensive, Decatur stared out the parlor window, knowing that for good or ill, the miserable affair with Barron would end at dawn the next day, in a Maryland field, at eight paces, on the count of two.

Although Decatur's ghost is said

to have appeared most often in the parlor window, it did not confine itself to haunting that particular room. Several years ago, a maintenance worker at the house attested to having seen a transparent, spectral figure, in what he took to be a Naval uniform, leaving through a back door of the house with a black box under his arm early one morning. Could this have been Decatur, carrying the box containing his pistol, on his way to meet Barron?

In another alleged incident a few

years back, a custodian at the house was buffing the floor in one of the rooms, when she suddenly felt a presence near her. She looked to one side, and claimed to have seen an arm clothed in a blue sleeve with gold buttons and other decorations. What she described was typical of Naval uniforms in the early half of the 19th century. The rest of the body, to which the arm was presumed to be attached, wasn't visible. Was it Decatur who was making himself known in this rather fright-

ening manner?

And what of the sounds of weeping several people claim to have heard in various parts of the house over the years since Decatur's death? There are those who speculate that the commodore's wife, Susan Wheeler Decatur, also haunts the premises.

According to newspaper accounts following the duel, Mrs. Decatur could not bring herself to view the body of her mortally wounded husband when he was brought home. After the funeral she couldn't bear to stay in the house. One journalist wrote that "Mrs. Decatur's grief was viewed as somewhat exaggerated, even in her own day." Could it be that Susan Decatur's tortured spirit returns to the scene of tragedy, to forever grieve over her lost husband?

Although ghost-like activity in the Decatur house has been minimal in recent years, parapsychologists (those who study the supernatural), and mediums (those who claim to have extrasensory perception and the ability to contact spirits), have investigated the alleged goings-on in the house, and agree that "a certain sense of sadness" can be felt within its walls and that "the house *may* be susceptible to a haunting."

Whether in fact or only in the imagination, the spirit of Commodore Stephen Decatur is still very much alive and the echo of those gunshots fired on the field of honor at Bladensburg more than a century and a half ago is still reverberating well into the 20th century. □

—*McKinley is a staff writer for All Hands and claims he never met a ghost he didn't like.*

Stephen Decatur's home was designed by the famous architect Benjamin Latrobe. When the house was built in the early 1800s, the only buildings nearby were St. John's Church and the White House.



Forrestal ghost

Who (or what) is "George" and why is he doing all those mysterious things?

Story by LT James E. Brooks

In the Navy, there have always been tales of the "Flying Dutchman," or lost shipmates who returned to haunt the decks of warships. USS *Constitution*, "Old Ironsides," is rumored to have a few rambunctious spirits. But what about a modern warship of the 20th century? Ask certain crew members of USS *Forrestal* (CV 59) and you're sure to be told about "George."

"George" is said to haunt the carrier's Number 1 and 3 "holes." These below-the-waterline spaces contain the ship's pump rooms and frozen food storage. Number 1 hole is where the largest reefers are located and where most of the "hauntings" have occurred. Crew members who tell the tales of the carrier's ghost are quick to point out that Number 1 reefer has also been used in the past as the ship's morgue.

"If there's a ghost down there, I want to know about it — I'll put him to work!" said Chief Warrant Officer Otha Davis, the cargo and food service division officer. Davis has heard the stories of "George," but he doesn't believe them. He said that there is nothing unusual happening in Number 1 or 3 holes. "But, when the executive officer asks me about a zone inspection discrepancy," he laughed, "I always blame it on 'George.'"

Some *Forrestal* crew members who have worked in these spaces

don't share Davis' skepticism. Mess Specialist 1st Class Daniel Balboa's recollections of strange events in 1 and 3 holes still give him the shivers.

"When I first came aboard, I was a little apprehensive about things I heard," said Balboa, "even though I thought everyone was pulling my leg. We had problems keeping the reefer doors closed," he continued. "They always seemed to be opening up. One night I went down to take the temperatures in the reefers. As I went from one reefer to another (you have to go through one to get to the next), I closed each door behind me. Fifteen minutes later," he said, "all three doors were open."

Balboa went on to explain, "It was impossible for anyone to open the reefer doors from the outside, behind me — that requires a key, since the doors lock automatically, and I had the only key with me."

Similar stories are related by several reliable *Forrestal* sailors. These include tales of disconnected telephones ringing and, when answered, producing distant voices calling for help. Lights are turned on and off when it would be impossible for anyone to have access to the switches. Objects have been seen floating in the air. Once, a sailor saw a deck grating rise off the deck and drop suddenly, and nobody was there.

There is much speculation as to the identity of the ghost. The



Photo by PH2 J. Backner

Some crew members say they have seen a khaki-clad ghost in the ship's reefers. This double-exposure suggests that image.

guesses range from a chief who was killed during the ship's flight deck fire of 1967, which claimed 137 lives, to a pilot who lost his life while flying and whose body was stored in the reefer until it could be transported off the ship. No one seems to know for sure. The only thing that everyone agrees on is that the ghost was named "George" after the former cargo division officer, LT George Conway.

"I think it's the guys' imagination," said Senior Chief Petty Officer James Williams, *Forrestal*'s leading chief petty officer of the enlisted mess decks. "I'm not superstitious, but I *am* uneasy when I go down there by myself."

Those working in cargo and those who visit Number 1 and Number 3 holes say the doors still open when they should be locked, deck grate noises are still heard and the lights still go on and off — though the electricians say there is nothing wrong with the circuits.

Sailors' tales have always been a part of sea lore. Not everyone on *Forrestal* believes in "George," but, fact or fiction, he will always be a part of the carrier's legacy. □

Brooks is *Forrestal*'s Public Affairs Officer.

A helping hand

Sailor's tender, loving care for elderly people wins him top USO award for volunteerism.

Story and photo by PH2(AC) Scott M. Allen

The tips of the young man's fingers turned white because the grip of the 81-year-old woman was so tight. He quietly sat there and held Silva's hand while the dentist completed the work on her teeth.

Silva refused to go to the dentist unless Christopher Webster agreed to hold her hand the whole time.

Intelligence Specialist 2nd Class Christopher L. Webster, 1988 recipient of the C. Haskell Small Award for Volunteerism, said he enjoys spending much of his free time helping elderly people.

"I see a lot of people who need help or just a friend. I have plenty of time and this is a good way to use it," Webster said.

Webster, who is assigned to the Navy Operational Intelligence Center in Washington, D.C., has been working with elderly people through the Family and Child Services of Washington, D.C., since December 1986.

He is currently working with Silva and her sister Bertha, both in their 80s. Each week Webster spends at least five hours with them.

"I usually see them on Saturday. We go shopping, to lunch or an early supper. I call them once or twice a week to see how they are doing or if they need anything," he said. Occa-

sionally he has them over for dinner and introduces them to some of his friends. "It gives them a chance to talk to someone else besides me," Webster said.

Webster works with senior citizens in some of the least desirable neighborhoods. When he goes to meet someone new, he always wears his Navy dress uniform and brings them a small gift like flowers or fruit. "I feel that it puts them at ease and they immediately trust me," he said.



IS2 Christopher Webster

Webster said that the hardest part of his volunteer work is when something happens to the person he is working with. Although it is very hard on him each time one passes away, knowing that there are other people needing help keeps him going.

Webster, a native of Johnson City, Tenn., has been around elderly people most of his life. He said that he has a different view of senior citizens because he was raised by his grandparents. There were not many children in the neighborhood so he spent most of his time visiting and helping some of the elderly people in the community.

Although the work he does is small in itself, Webster said knowing the time he spends bringing someone happiness for a little while makes it all worthwhile.

Webster will be reporting to the aircraft carrier USS John F. Kennedy (CV 67), but said that he will continue his volunteer work when he returns from sea.

The C. Haskell Small Award, sponsored by USO, recognizes an active duty enlisted man or woman for outstanding volunteer community service each year. □

Allen is a photojournalist for All Hands.

Ready for combat?

The nation's highways are a battleground.

Story by LCDR Dave Parsons

The carrier flight deck is often called the most dangerous acre on earth. In terms of hazards, it is. But the fact is that nearly all young sailors survive a six-month deployment working on the flight deck without a scratch. The real threat to their lives begins when the cruise ends and they get behind the wheel of an automobile.

The tragic scenarios of Navy people being killed on the highway are on the message boards practically every day. Consider the following recent reports:

Five sailors are killed when their car crosses the median of an interstate highway, careens out of control and slams head-on into an oil tanker. No safety belts were worn. All five were thrown from the car. Alcohol involvement is suspected along with excessive speed.

A petty officer first class and a small child are killed when they're tossed from the back of a pick-up truck following a minor collision at an intersection. The truck's driver was barely injured — she wore her safety belt.

According to witnesses, a petty officer third class after consuming eight beers attempts to exit an interstate highway at 80 mph, losing control and overturning on the exit ramp. He was thrown from the vehicle, and spent the next four weeks in the hospital. He didn't wear his safety belt. The passenger escaped

with minor injuries — he wore his.

Relaxing at his home, a sailor has been drinking alcohol when a friend arrives with a new motorcycle. The sailor talks his friend into letting him test drive it. Approximately 100 yards from where he starts, he loses control on wet pavement, and suffers a fractured skull, broken collarbone and multiple lacerations. Blood alcohol level — .10. Authorities blamed alcohol, no helmet or protective equipment and failure of family and friends to stop him.

No matter what your job is in the Navy, the greatest threat to your life is a motor vehicle mishap. Whether you work in the ship's machinery spaces or in an admin office, you are 60 percent more likely to be killed in a motor vehicle mishap than by anything else.

Motor vehicles are so dangerous that more Americans have been killed on the nation's highways than from all U.S. wars combined. Each year more than 40,000 Americans die from such accidents. This year alone more than 200 sailors will perish from motor vehicle accidents. Talk about a battle zone.

Throughout the past decade, the Navy has introduced a wide range of programs that have driven the rate of motor vehicle deaths and injuries lower. The *Convincer* safety belt simulator made believers of many holdouts who still refused to wear safety belts. Mandatory motorcycle

training for Navy personnel also has had notable success.

However, after years of steadily declining motor vehicle fatality rates, the trend is creeping back up. One alarming statistic shows that motor-vehicle related deaths during the first six months of 1988 are 14 percent higher than for the same period in 1987. Awareness and regulations don't seem to be enough for some service members who still simply refuse guidance to use safety belts, or wear helmets and protective clothing when riding motorcycles.

One of the biggest problems occurs when a ship returns to port after being at sea for a short training period, and some of the crew try to cram two weeks of leave into two days of liberty. "The majority of accidents happen within 25 miles of the home station of the ship," said Jim Briggs, of the motor vehicles safety division at the Naval Safety Center in Norfolk. "From liberty call on Friday afternoon to 3 a.m. on Monday is when over half of the fatal accidents happen," said Briggs.

National statistics say the same thing. Most mishaps occur within a few miles of a person's home. Very few mishaps occur on Naval bases because they are small, have low speed limits and represent a controlled environment. In fact, less than two percent of the deaths and eight percent of the injuries occur on base.

To say the Navy is concerned about traffic safety is a gross understatement. Even the back pages of official leave papers carry a drive safe reminder. It cites the three main causes of highway accidents — excessive speed, fatigue and alcohol. The best defensive driving measure is wearing a safety belt, which can cut the chances of death or serious injury by 58 percent.

Automobiles are smaller than ever — which means drivers have less protection — which in turn increases the significance of safety belts. The first thing an aviator does after getting into the cockpit is strap in. Motor vehicle operators should do the same — a trip to the store can be just as dangerous as flying low-level at 500 knots. In fact, 60 mph is 88 feet per second. Just think, in less than four seconds you've traveled the length of an aircraft carrier.

Many accidents result from following too closely and excessive speed. Experts recommend a following distance of one car-length for every 10 mph, and increasing that distance during wet or icy road conditions. When driving on extremely wet roads, speeds over 50 mph can contribute to a vehicle losing control because of a condition known as hydroplaning, which occurs when the front tires ride up on a thin layer of water and lose contact with the road.

Motorcycle deaths are still declining, thanks to the motorcycle training course that became mandatory in 1985 for both on- and off-base operation of motorcycles. Although the trend is downward, problems still exist. For example, many riders are not wearing proper protective gear, such as helmets, denim or leather jackets and pants, gloves and boots. This leads to increased injuries and, in some cases, people who might have survived with proper gear, are killed. Can you imagine sliding on rough asphalt at 80 feet per second?

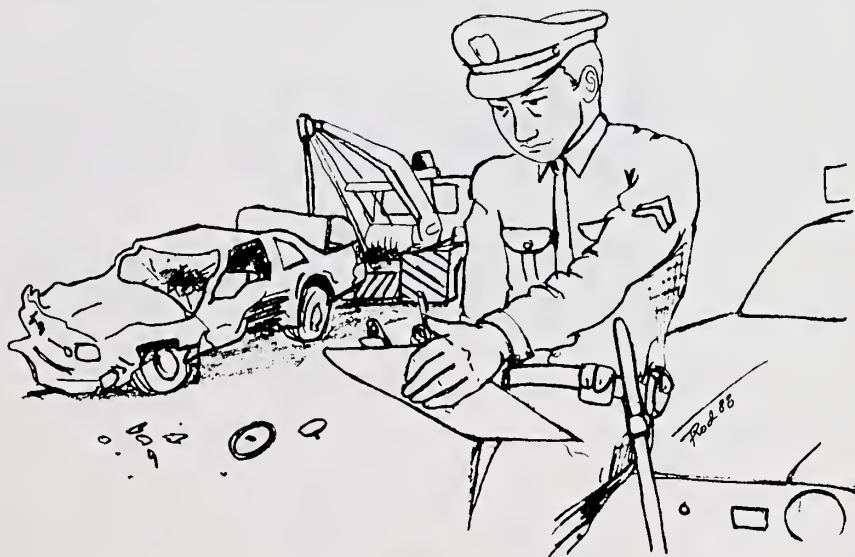
OpNavInst 5100.12D requires the use of helmets by all Navy motorcycle riders, on- and off-base, both on- and off-duty. Yet, statistics indicate that as many as one-half of all Navy motorcyclists ignore that instruction. Motorcycles are high-risk motor vehicles. The chances of being killed in a mishap are four to eight times greater for a motorcyclist. Of the Navy people who operate motor vehicles, an estimated 15 percent ride motorcycles. Yet motorcycle fatalities make up 25 percent of total Navy motor vehicle deaths. In many mishaps involving motorcycles and automobiles, it is the automobile driver who is at fault, yet it is the motorcyclist who suffers the greatest injury. The best rider in the world can't do much when an automobile driver doesn't see him.

Mishaps involving alcohol are also on the decline, but it's no time for Navy men and women to slack up. In 1984, alcohol was involved in 59 percent of fatal motor vehicle accidents involving Navy personnel. This paralleled the national average. During 1984, the CNO's alcohol abuse policy and the designated driver program came on line. These programs have accounted for a substantial decline in alcohol-related

mishaps. The percentage dropped to 45 percent in 1985, and still further to 38 percent in 1986. In 1987, 45 percent of the fatal mishaps involved alcohol and it still remains as the single major causal factor. The Navy cannot restrict off-duty drinking, but it can continue to induce those who do drink to "drink smart" and to use a buddy system or designated driver. More importantly, we must know when it's not safe to drive. For instance, a 160-pound person who drinks three beers within an hour and tries to drive can wind up with a driving while impaired charge, not to mention more trouble than ever imagined.

The regulations and programs are in place. Navy personnel are bombarded with commercials, posters and speeches, yet many still are not wearing safety belts and many motorcyclists are not wearing helmets. Watch out for yourself and watch out for your friends when they don't. The Navy can only go so far to keep you safe — you have to do the rest. □

Parsons is the editor of Approach magazine and PAO of the Naval Safety Center, Norfolk, LCDR Morgan Smith, NIRA print media director, contributed to this story.



10

Navy Rights & Benefits



Morale, Welfare and Recreation

Morale, Welfare and Recreation

First-time visitors to Navy installations or ships often are amazed at the self-contained environment. Each installation or ship is a miniature community that provides nearly every service.

The Navy provides local morale, welfare and recreation programs (ashore and afloat) supported by an annual budget of more than \$700 million. Clubs, movies, hobby shops, golf courses, child development centers and swimming pools are some of the more visible evidence of these recreation benefits, but they are only part of the picture. As a Navy member, you and your family can take advantage of other recreation benefits through programs such as the Navy Library System. This Rights and Benefits segment describes the nature and scope

of these programs available to you, the military member.

Navy MWR programs

Appropriated and non-appropriated funds form the financial base for the Navy's MWR programs.

Congress appropriates funds as part of the annual federal budget for the basic MWR needs of the military community. Primary sources of non-appropriated funds are the profit dollars from portions of Navy Exchange System, Ships' Stores Afloat facilities and fees and charges levied for

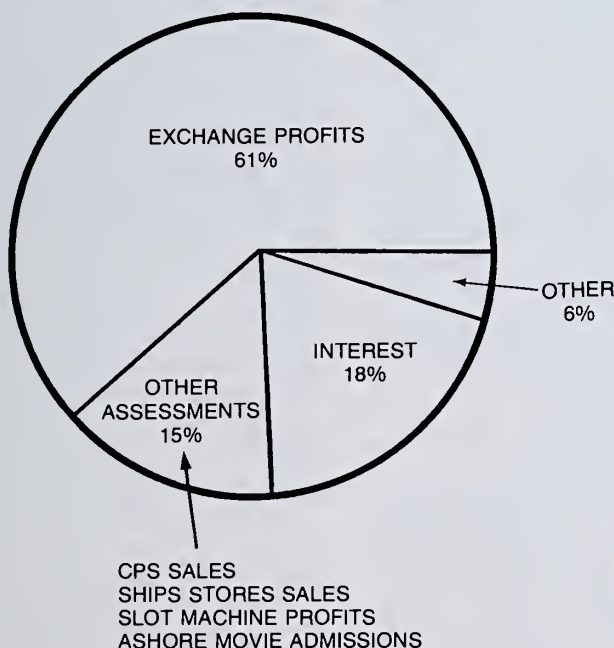
use of various recreation facilities or equipment. Every time you purchase an item at the exchange or ship's store, you receive more than just the approximate 20 percent price break — you help pay for your recreation programs.

MWR operations are financed substantially (66 percent) with non-appropriated funds. Congressional support through appropriated funding pays for the remaining 34 percent.

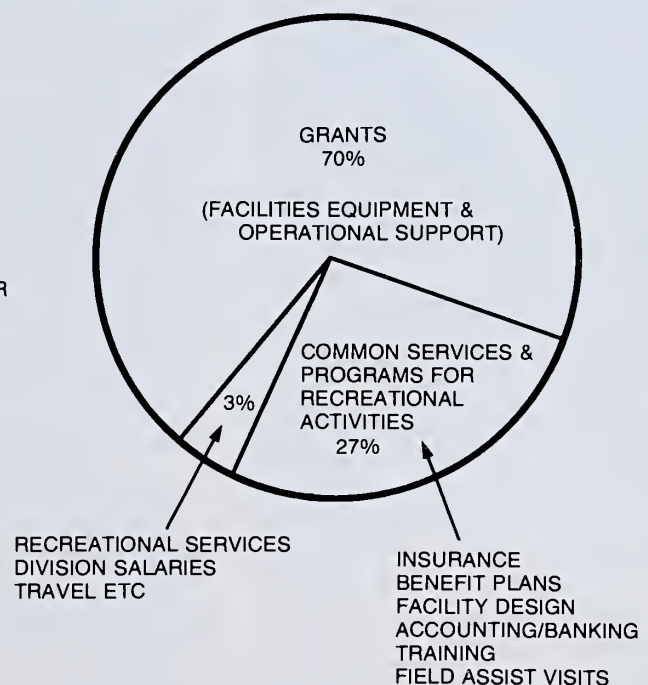
All earnings of the Navy Exchange System that are not required to finance exchange operations are used to help fund recreation programs.

Central Non-appropriated Funds-FY 1987

\$81.1 MILLION
WHERE IT CAME FROM



\$81.1 MILLION
WHAT IT WAS USED FOR



Morale, Welfare and Recreation

Approximately 50 cents of each local exchange profit dollar is retained for the funding of local recreation programs. These funds are passed to an NMPC-controlled central non-appropriated fund and then redistributed to local recreation funds.

Navy Exchange profit dollars constitute the bulk of the central non-appropriated fund income. Other sources include interest in short-term investments, assessments on a portion of ships' store sales, package store profits and amusement machine profits.

Central non-appropriated funds exist primarily to supplement local recreation (ship and shore activities) and club operations. In FY 1987, for example, \$72 million was provided to ashore and afloat recreational activities in operational equipment, facility grants and obligations.

The five-year outlook for financial assistance calls for more than \$72 million of non-appropriated fund authorizations for construction and repair of facilities — such as bowling centers, craftech auto shops, youth centers, gymnasiums, child development centers, playing courts and clubs — and approximately \$217 million for operational assistance.

Navy club system

Navy clubs are a unique benefit. Unlike civilian clubs, they must meet the social needs of Navy personnel and their families. And you, the patron, influence the type of services and programs being provided in these clubs. You keep this valuable MWR facility operating.

Navy clubs provide social and recreational facilities, meals and refreshments for officer and enlisted personnel and their families. Navy clubs are designed to foster camaraderie and friendship in a relaxed atmosphere. Patrons can enjoy a variety of programs ranging from a family night buffet to the latest in musical trends.

Clubs are operated on a non-profit basis. However, they must be self-sustaining enough to meet all debts and liabilities and be able to make improvements or expand services as necessary.

The Navy Club System includes:

Commissioned Officers' Messes	74
Chief Petty Officers' Messes	41
Enlisted Messes	74
Consolidated Messes	77

While not part of the club system, another important element in the MWR area are the 108 consolidated package stores in the Navy Resale System. Consolidated package stores are the on-base retail outlets for packaged alcoholic beverages, other than malt beverages. Profits generated by the package stores are used to support Navy recreational service programs for all eligible patrons, not just those who consume alcoholic beverages.

While alcoholic beverages are available in both Navy clubs and consolidated package stores, patrons are discouraged from overindulging. Sailors are expected not to let alcohol interfere with their duties, reduce their dependability or bring discredit upon themselves or the Department of the Navy.

Recreation

Navy recreation programs offer personnel and their families a variety of exciting activities — organized sports, aquatics, outdoor recreation, entertainment, arts and crafts and many others. Whether aboard ship or ashore, these Navy programs are available to meet the leisure

needs of the Navy community.

While it would be impossible to list every recreation program or service offered, some or most listed here are available on Navy ships and installations. Local Navy MWR staff can provide more information about specific programs that are offered.

Aquatics. While recreational swimming is the most popular aquatics program, there is a lot more available for those who enjoy the water. Active duty personnel can take advantage of free-lap swimming sessions during designated hours at most installations.

Both children and adults can compete in swimming and diving events where they are offered. Swimming teams, classes in water ballet and water safety, and special events like water festivals and pool parties also are featured. Swimming classes are often available for all ages including toddlers and infants beginning at six months old.

Craftech. For those who like to work with their hands, the craftech can supply everything they need. Craftech centers keep up with the latest trends by constantly altering and adding programs. Personnel and their families can learn the latest techniques or take instructional classes in such popular programs as woodworking, photography, ceramics, lapidary, textiles and fibers, model building and computer hobbies. Most of the supplies needed for these classes are conveniently available in the craftech retail stores.

Craftech auto shops. Amateur mechanics can find everything they need to keep their automobiles running smoothly while saving money on car repairs as well as preventive maintenance. Many shops also provide the sophisticated equipment used for major projects such as en-

Morale, Welfare and Recreation

engine overhaul, tune-ups and auto body work. Repair parts can be purchased from craftech auto resale stores.

Bowling. The Navy's bowling centers have something for bowlers of every skill level. Most centers offer open and league bowling, intramural and intercommand competition and special programs for Navy youth. Instructional classes, pro shop resale outlets, shoe rental and locker storage are also available.

Child development centers. Child care has become a high priority in the Navy in recent years. Many new Navy child development centers have been built and older centers are being upgraded. Navy child development centers provide quality care at reasonable prices on either a regularly scheduled or drop-in basis. Far more than just a babysitting service, these centers provide well-rounded programs of activities designed to meet the emotional and developmental needs of children.

Community recreation. Like any other "neighborhood," the Navy community often gets together for recreation activities. Ship homecoming parties, picnics, flea markets and holiday programs are just a few of the events offered. Hobbyists can share their interests in riding clubs, gun clubs, ski clubs and many other groups. Also available are a variety of leisure learning classes such as aerobics, oil painting and cooking.

Entertainment. Navy personnel can be both participants and spectators at entertainment events. Theater groups, music groups and talent contests are available for those who like to participate. Also available are special entertainment nights such as movie festivals, live groups and music rooms where personnel can listen to their favorites.

Fleet recreation. Because sea duty can be especially tough and demanding, it is important to provide sailors with quality leisure time activities that fit into the limited space available aboard ship. Fleet recreation coordinators located at fleet concentration centers around the world help afloat commands plan effective recreation programs and obtain exercise and recreation equipment.

A variety of individual and group activities are available for the sailor, such as organized tours while in port. On smaller ships, board games, bingo, closed circuit television and exercise equipment are available. Medium-sized ships offer the additional activities of skeet shooting off the fantail, jogging on the weather-deck, playing electronic video games and exercising in fully equipped weight rooms.

On larger ships, sailors also can participate in organized sports and recreation activities or check out recreation equipment for their own use.

Golf. A popular and relaxing sport at most Navy installations is golf, whether on 18-hole courses, pitch and putt courses, miniature ("putt-putt") courses or driving ranges. Golf instruction is offered at all levels, and clubs can be rented or stored at the golf course. Golf pro shops sell whatever equipment and sports clothing golf enthusiasts might need. When Navy courses are not available, special arrangements usually can be made for the use of public or private courses.

Information, Tickets and Tours. There's no better place to go for travel, tour or general information than the local ITT office. ITT offers a discount ticket service for tours, shows, concerts and sporting events both on base and in the local com-

munity. This office also can arrange group tours or help with travel plans. Many commands now have travel agents on board to handle all your leisure travel, including airline ticketing.

Outdoor recreation. Whatever the climate, wherever the installation, the great outdoors is there to be enjoyed. A wide range of recreation programs, adapted to each locale, are available, such as picnic areas, riding trails and beach and lakefront facilities. Some bases have stables where horses can be rented or boarded, or marinas that offer boats for rent and boating classes. Many installations also rent recreation equipment such as fishing gear, water and snow skis and camping equipment. They also offer classes in outdoor recreation skills such as hiking, canoeing and camping.

Sports and physical fitness. Navy sports offer organized programs for both the novice and the accomplished athlete. Intramural and conference sports competitions are available at most Navy installations and are supported by sponsoring commands. For the especially talented athlete, there are All-Navy training camps as well as interservice, national and international competitions, including the Pan American and Olympic games, in approximately 40 different sports.

Gear and equipment for self-directed sports are furnished to eligible patrons on a checkout basis. Sports enthusiasts also can use the multipurpose courts, gymnasiums, tennis and racquetball courts, football and softball fields and many other facilities.

With the Navy's emphasis on physical fitness, it's important that active duty personnel keep in shape. Fitness centers, located at many in-

Morale, Welfare and Recreation

installations, provide the facilities and equipment to help sailors keep physically fit.

Youth activities. Keeping Navy young people, ages 6 to 18, active and physically fit is the goal of the youth recreation program. Most installations offer structured programs in sports, cultural activities, social activities and recreation skills development.

The extended-day program for school-age children, now available at many installations, provides supervised recreation activities for children both before and after school and on holidays. Parents and active duty personnel frequently serve as youth program volunteers.

Young adult program. Single, active duty personnel between the ages of 18 to 25 make up a major portion of the Navy. The YAP bridges the gap between the MWR department and the barracks or ship by actively involving sailors in the planning of recreation activities and programs to meet their specific needs.

Navy Motion Picture Service

Movies remain one of the most important forms of recreation on board Navy ships. The Navy movie program costs approximately \$7 million in appropriated funds and \$2 million in non-appropriated funds annually.

Regardless of size, almost every ship and installation in the Navy has the capability to show movies. It is intended that each sailor have the opportunity to see three different movies each week.

Under present arrangements, regular feature movies, as well as older classic movies and children's matinee features, are procured by NMPS. NMPS sends more than 76 new

16mm prints to Navy shore circuits and more the 2,500 Beta video cassettes to Navy Military Sealift Command and National Oceanic and Atmospheric Administration ships each week.

More than 18,000, full-length feature movies are available through 24 Fleet Motion Picture Exchanges, making the Navy's system one of the largest film libraries in the world.

You can enjoy a first-rate movie at your command's theater for a minimal fee. Isolated overseas locations and ships show movies free of charge.

General library services

Since USS *Franklin* became the first ship to establish a library in 1821, general libraries have been expanding and growing along with the Navy they serve. These libraries are a free benefit available to the entire naval community — active duty, families members, retirees and civilian employees overseas.

General libraries are controlled and supported by the Chief of Naval Education and Training. Living up to their motto, "Wherever sailors serve," these libraries are located at every Naval activity ashore and afloat.

There are more than 500 afloat and almost 200 shore libraries, with a total inventory of more than 2.5 million books. Collections are kept up to date by local efforts and through monthly book shipments provided by the Naval Education and Training Program Development Center in Pensacola, Fla.

Small ships and shore activities usually receive paperback books and reference materials. Larger ships have regular libraries of up to 10,000 volumes or more. Libraries on air-

craft carriers and at major shore installations offer impressive and varied collections and services.

Many shore and some ship libraries subscribe to "best seller" leasing plans in order to have the most recent popular books. Most shore libraries provide interlibrary loan services allowing them to borrow needed materials from other libraries.

Library materials and services can include mail order and college catalogs, telephone books on microfiche, investment services, children's books collections and information on ship and shore facilities for transferring sailors. Many libraries even have microcomputers and software programs, audio recordings and listening systems, typewriters and copy machines.

Framed art collections that can help brighten up Navy housing are available in some libraries. Library patrons also can enjoy such games as chess and monopoly. Other materials offered by libraries include a variety of specialized indexes, manuals, encyclopedias and other reference works, book lists and bibliographies, book reserve systems, paperback "swap" shelves and current and back issues of many popular magazines.

There are even special sections of materials required in off-duty education courses and in earning a high school diploma. The newest additions to the library collection are video cassettes, which promise to become a very popular service in the future.

Other MWR activities

Military men and women stationed in remote and isolated areas overseas are not neglected when it

Morale, Welfare and Recreation

comes to entertainment. The Armed Forces Professional Entertainment Office, a joint services organization, provides top-quality, live entertainment where it may otherwise be limited or non-existent. In conjunction with the United Services Organizations, AFPEO also provides top celebrity entertainers for all armed forces overseas.

USO recruits and produces all celebrity entertainment tours, sponsoring approximately 15 Department of Defense/USO touring shows annually. USO also provides staff for production, advance teams to coordinate tour logistics, as well as all funds for housing, per diem, sound systems and other miscellaneous expenses.

Some of this funding comes from corporate sponsorships, from companies such as AT & T and Proctor and Gamble. DoD pays transportation costs for some of these tours. Recently, due to cutbacks in the AFPEO budget, USO has acquired funds from sponsors such as Pan Am and Northwest Airlines to provide free transportation for additional shows. More than half the transportation costs of celebrity tours now comes from USO corporate sponsors.

AFPEO, staffed by representatives from the Army, Air Force and Navy, handles the operation and administration of the Armed Forces Professional Entertainment Overseas program. Established by the DoD, AFPEO is responsible for funding and budgeting and serves as the executive agent for the Secretary of Defense for the administration of the Overseas Touring Show Program.

AFPEO representatives travel extensively to audition and select touring groups. Selections are made

based on talent, flexibility, working relationships among group members and the group's ability to establish rapport with its audience. AFPEO selects a wide variety of groups to ensure an appealing cross section of entertainment.

While on overseas tours for DoD/USO, entertainers may perform as often as twice a day, six days a week. Each member of the touring group receives adequate daily living expenses, limited exchange privileges and emergency medical or dental treatment as necessary during the show.

All shows, whether under the celebrity DoD/USO Show or non-celebrity DoD Show banner, are presented free of charge and are open to all military members and their families. Performances are usually presented in the base theater, auditorium, gym or aboard fleet ships. They usually are not scheduled at base clubs unless no other suitable performance site is available.

In FY 1987, 81 groups went on three- to nine-week tours at a cost of nearly \$2.2 million. The areas they toured included Alaska, the Caribbean, Europe, the Mediterranean, Greenland and the Pacific. An estimated 2,400 performances were presented before audiences totaling nearly 375,000. Fifty-seven of the groups performed at Navy installations and on ships at sea, including those located in the North Arabian Sea, Indian Ocean, the Persian Gulf and the Mediterranean Sea.

DoD and USO jointly sponsor celebrity tours including groups such as "The Dallas Cowboy's Cheerleaders," "Miss USO" and state pageant winners, The National Football League players and celebrity artists such as Bob Hope, Randy Travis, Pearl Bailey, the Judds and Wayne

Newton. AFPEO also presents "specialty" or "fad" groups. For example, with the revival of the '50s sound in music, AFPEO has scheduled several such groups for tours.

USO has been involved with providing entertainment since 1941 when it was created to provide morale support services to American service members.

This civilian organization is not supported by the federal government, but through contributions to the Combined Federal Campaign, United Way and donations from private and corporate sectors. Today, more than five million military men and women and their families enjoy USO programs and services at 175 locations worldwide. Whether it is at an extensive USO complex, such as one of the Fleet Centers in the Mediterranean that may serve more than 60,000 fleet sailors each month, or at one of the 35 airport centers, USO volunteers are there to make military duty a little more enjoyable.

In recent years, the USO has kept up with a changing military. Many programs place more emphasis on the younger service members and their families, helping them deal with the challenging problems they face due to the military's transient lifestyle. New programs such as those offered at Family and Community Centers provide educational, recreational and self-help programs.

USO facilities vary with the area they serve. Discount or free tickets to area attractions, tours, recreational equipment and free entertainment are just a few of the many flexible services offered.

Today in peacetime, as in wars past, USO continues to offer help and add "a touch of home" to armed forces personnel and their families around the world. □

Mail Buoy

Cover girls

We here in VF-101 at NAS Oceana were proud to see that two of our plancaptains, Airmen Susan Hale and Edith Rhines made the cover of the June 1988 edition of *All Hands*.

AN Hale entered the Naval service in July 1985 and was assigned to VF-101 in February 1986. Since Hale has been with VF-101, she has shown a sincere dedication toward her duties and became a qualified plane captain in May 1987.

AN Rhines entered the Naval service in January 1986 and was assigned to VF-101. Rhines has proven herself to be a model sailor by becoming a qualified plane captain and VF-101's Sailor of the Month for August 1987.

— Proud shipmates
VF-101
NAS Oceana, Va.

Part of the team

At last! We're "part of the team." After 65 years of publishing 855 issues of *All Hands*, women sailors have met the challenge! Ten years ago, *All Hands* interviewed the "first lady of the Navy," Capt. Joy Bright Hancock. In 1983, *All Hands* had a brief history of the women who enlisted "for the duration and six months" during World War II. Finally, in June 1988, the entire issue was devoted almost entirely to Navy women who have been accepted as "part of the team."

Thanks for telling former WAVES about the young women today who can serve on whaleboat crews, as air traffic controllers or supervise brigs. Forty-five years ago, most of us were assigned to yoman or hospital corpsman duties and in most cases, sexual harassment was unheard of!

I'm glad I was a part of the first team!

— Marie Bennett Alsmeyer
HAMBAs Books
Conway, Ark.
author of *The Way of the WAVES*

Selective vision

All Hands describes "the most common forms of sexual harassment (as) sexist jokes and demeaning comments." (AH, June 1988 p. 14) What does that make *Penthouse*, *Playboy/Playgirl*, *Oui*, *Forum*, etc., as generously available, if subtly placed under counters in Navy exchanges?

They may be in about the same relationship as physical fitness training and on-base fast food restaurants, or Naval Medical Command emphasis on healthy lungs and shelves full of cigarettes in commissaries and exchanges.

Sometimes we seem to walk down one-way streets with selective vision.

— CAPT J. F. O'Donnell, CHC
ComNavSurfPac
San Diego, Calif.

Bravo Zulu

I just finished reading the June 1988 issue and I was really pleased with your presentation of Navy women. The profiles of the women and their ratings were quite interesting. I also enjoyed reading about life on board a ship and the duties of those women who work on the flight line. I feel good to know that women are making a difference in the Navy. After reading the issue, I felt proud to be a woman in the Navy. A "Bravo Zulu" to *All Hands*.

— Kimberly S. Butler
NAS Roosevelt Roads, Puerto Rico

Correct form

Why doesn't *All Hands* use the correct form when abbreviating officer ranks? It irritates me when I read about Lt. Cmdr. Smith in the local newspaper. But I console myself with the fact that the writers and editors are civilians and don't know any better. I expect better from an official publication of the United States Navy.

In the April 1988 issue, every abbreviated officer rank was abbreviated incorrectly. They were:

Admiral	Adm.	vice	ADM
Rear Admiral	Rear Adm.	vice	RADM
Captain	Capt.	vice	CAPT
Commander	Cmdr.	vice	CDR
Lieutenant			
Commander	Lt. Cmdr.	vice	LCDR
Lieutenant	Lt.	vice	LT
Lieutenant			
(junior grade)	Lt.j.g.	vice	LTJG

Appendix A of the *Navy Correspondence Manual* (SecNavInst 5216.5C) lists the correct abbreviations of military ranks, both officer and enlisted, for all of the armed forces.

— FC1 Bryan J. Webber
Mare Island, Calif.

• Some years ago, in an attempt to make its various publications' use of rank abbreviations consistent, the Department of Defense mandated the use of the Associated Press Stylebook's military rank abbreviations. However, that mandate left a great deal of discretion to the particular service, individual commands and, ultimately, the publications themselves. *All Hands* has followed the guidance for rank abbreviations and many other things, as set forth in the AP Stylebook, with selected exceptions.

Our policy on rank abbreviations has been reviewed and we have decided to go with the usage that is probably most familiar to our sailors in the fleet. From now on, we'll use Navy Correspondence Manual abbreviations. Lt. Cmdr. and its ilk are out and LCDR et al. are in.—ed.

Men in the Navy

The June 1988 issue of *All Hands* on Navy women was outstanding. The color photo layouts, group interviews and personal profiles demonstrated well the Navy's commitment to keep sexual awareness training high on its list of priorities. Women in the Navy have a great deal to be proud of and their innumerable accomplishments have contributed greatly to the Navy mission. The circulation of the *All Hands* Navy women issue throughout the fleet will not only give Navy women the wide recognition they deserve, but it will also aid the education process Navy personnel need on this modern day dilemma.

Now, could you please do an issue on men in the Navy? Seriously. If only for the purpose of equal representation, the fleet needs to understand the dilemmas the men are facing in this crisis.

Again, congratulations on a fine issue well done.

— OS2 Edward B. Jarman
PerSuppDet Guam

• An important element of the June issue was inclusion of insights and supporting quotes from men and how they relate to women in the Navy. This element was particularly highlighted in the sexual harassment dialogue, where the male viewpoint was given equal billing with the female perspective. For another important concern of Navy men, see the articles on single parents (most of whom are men) in the August *All Hands*. You're right — we're all in this together. — ed.

Covering all bases

As a woman in the U.S. Navy, I was proud to see the time and effort you had taken to prepare an issue about women in the Navy.

However, there is one major item that disturbs myself and others gravely. In all the articles and pictures you had in the magazine, you only have one picture of a first class petty officer. Even then, her name wasn't even mentioned.

I feel that if there was room to place several seamen, third and second class petty officer write ups in the issue, there should have been room for at least one first class petty officer's view. A good example of our contribution is that AMSI Beth L. Blevins won Sailor of the Year for the Atlantic Fleet. Congratulations to her for her entitlement!

I hope that in the future, if you write an article about any rating or group of individuals, you will cover all bases more fairly.

— OTM1 Teresa Stanaback
ComOceanSysLant
Norfolk, Va.

• *Look again. The E-6 pictured on Page 9, IC1 Edna Clark, is named both in the photo outline and several times throughout the "Shipmate is a shipmate" story. The perspectives of YN1 JoAnn Jones were, likewise, essential to that story. Also, the female 1st Class viewpoint was crucial to the sexual harassment story. All Hands, like the Navy itself, wouldn't go far without paying proper attention to its all-important first class petty officers. — ed.*

Big Sister is watching

What an incredible piece of propaganda was your June 1988 *All Hands*. Whoever would have expected that "Big Brother" could actually take the form of "Big Sister," and under the auspices of the Pentagon, no less!

Common sense dictates that the goal of feminism is to strip the sexes of all socially recognized differences, privileges and responsibilities. This does not bode well for a society and absolutely spells disaster for military efficiency and discipline. Studies have proven this but I won't bore you with the facts. You already know them, but the doctrines of feminism cannot allow you to acknowledge them.

What really irks me about your slick little piece of disinformation, is the iron fist of "harassment" gloved in all of this appeal to "sensitivity." The bottom line is that you're not after the isolated case of butt-patting or off-color joke telling. You're after the big prize of officially "feminizing" the military and you've now got "sexual harassment" guidelines to effect your 1984ish "new think" upon us. And I do believe you've won.

Commanding officers are falling all over themselves to prove to Washington the correctness of their thinking along feminist lines. The military knee-jerk will continue to serve feminism and the Washington bureaucrats as well.

It will, however, fail our society as it fails militarily. The trend to see the military as just another "Yuppie" career instead of a self-sacrificing obligation, can only be accelerated by feminism's preoccupation with power and career and ultimate disdain for the traditional family. The new Navy is on its way to becoming a hollow, political shell.

— CT13 Michael S. Neutzling
NSGA
Athens, Greece

War posters impressive

I've been receiving *All Hands* for nearly a year and I've been meaning to write and tell you how much I enjoy the magazine. As a member of the Reserves, I get to see what my active duty counterparts are doing, and as a member of the profession of journalism, I get to see examples of some great features and writing.

What finally prompted me to follow through with my long-standing intention of writing was your article on war posters, written by JO2 Mike McKinley. The article was extremely informative and JO2 McKinley was thorough enough to include prices and addresses so those of us who want copies of the posters may obtain them.

One thought struck me while reading JO2 McKinley's article. He said the posters were used during both World Wars as a means of providing morale boosters and patriotic incentives for enlisting or for protecting our boys overseas. I then thought, "What if there had been such posters during the Vietnam era?" Perhaps then we would have been able to accomplish what we set out to do, namely, defeat the Communist cancer

that now plagues Southeast Asia.

Perhaps had such posters existed, the leftists and "peace activists" like "Hanoi Jane" and Tom Hayden, *et al.*, would not have successfully divided this country. Well, this is a moot point now, but the thought crossed my mind anyway. God forbid there be another war, but if there is, I believe posters should be implemented once again. Then we'd have a chance of winning instead of leaving.

Thank you again for such a wonderful Navy magazine and a special "Bravo Zulu" to JO2 McKinley and to all your staff.

— Rosemary E. Lloyd
Elberon, N.J.

Reunions

• **Navy MATs (VRs 3, 6, 7, 8, 22 and NavWingPac)** — Reunion Nov. 3-5 in Oxnard, Calif. Contact Monte "Red" Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126; telephone (408) 295-0218.

• **USS Engstrom (DE 50)** — Reunion Nov. 3-6 at Holiday Inn Norfolk, 700 Monticello Ave., Norfolk, Va. Contact George O. Warren Jr., 10015 Sleepy Hollow Lane, Port Richey, Fla. 34668; telephone (813) 863-6123.

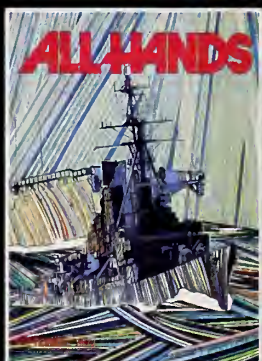
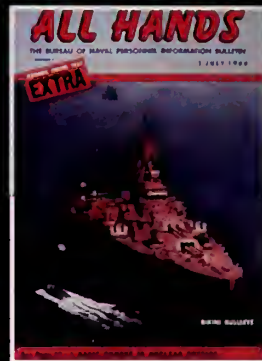
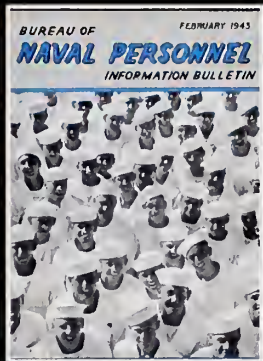
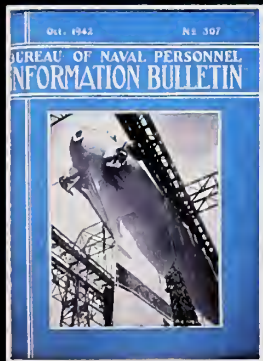
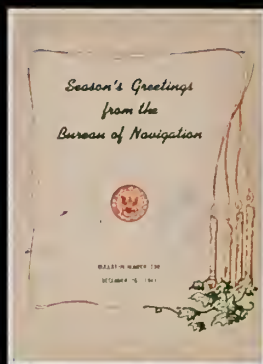
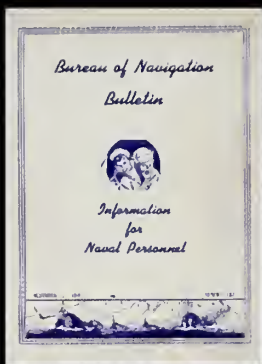
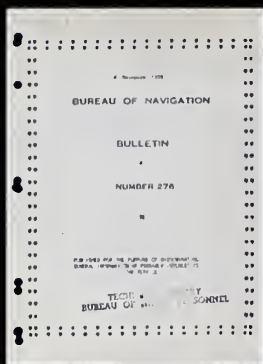
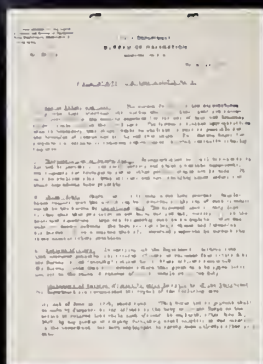
• **USS Chewaucan (AOG 50)** — Any former 1951-53 crew member interested in a reunion contact: Donald L. Barker, 2601 McDaniel Court., Grove City, Ohio 43123; telephone (614) 875-3118.

• **USS Lansdowne (DD 486)** — Reunion scheduled in St. Louis. Contact "Guns" Bennett, 1723 Lanai Drive, El Cajon, Calif. 92019; telephone (619) 442-7611.

• **University of Florida NROTC Unit** — Alumni Association formed and reunion scheduled. Contact Commanding Officer, NROTC Unit, University of Florida, Gainesville, Fla. 32611; telephone (904) 392-0973.

• **Navy, Marine or Army, present or prior members of Naval vessels (AGC and LCC) Operations Command Ships** — Personnel desiring to form an association or desiring a reunion should contact: Noah Joyner Jr., Rt #2, Box 716, Littleton, N.C. 27850; telephone (919) 583-6841.

• **LST 791** — Seeking former crew members. Contact PH.m2/c James E. Morley, 718 North 2nd St., LaCrescent, Minn. 55947; telephone (507) 895-2847.

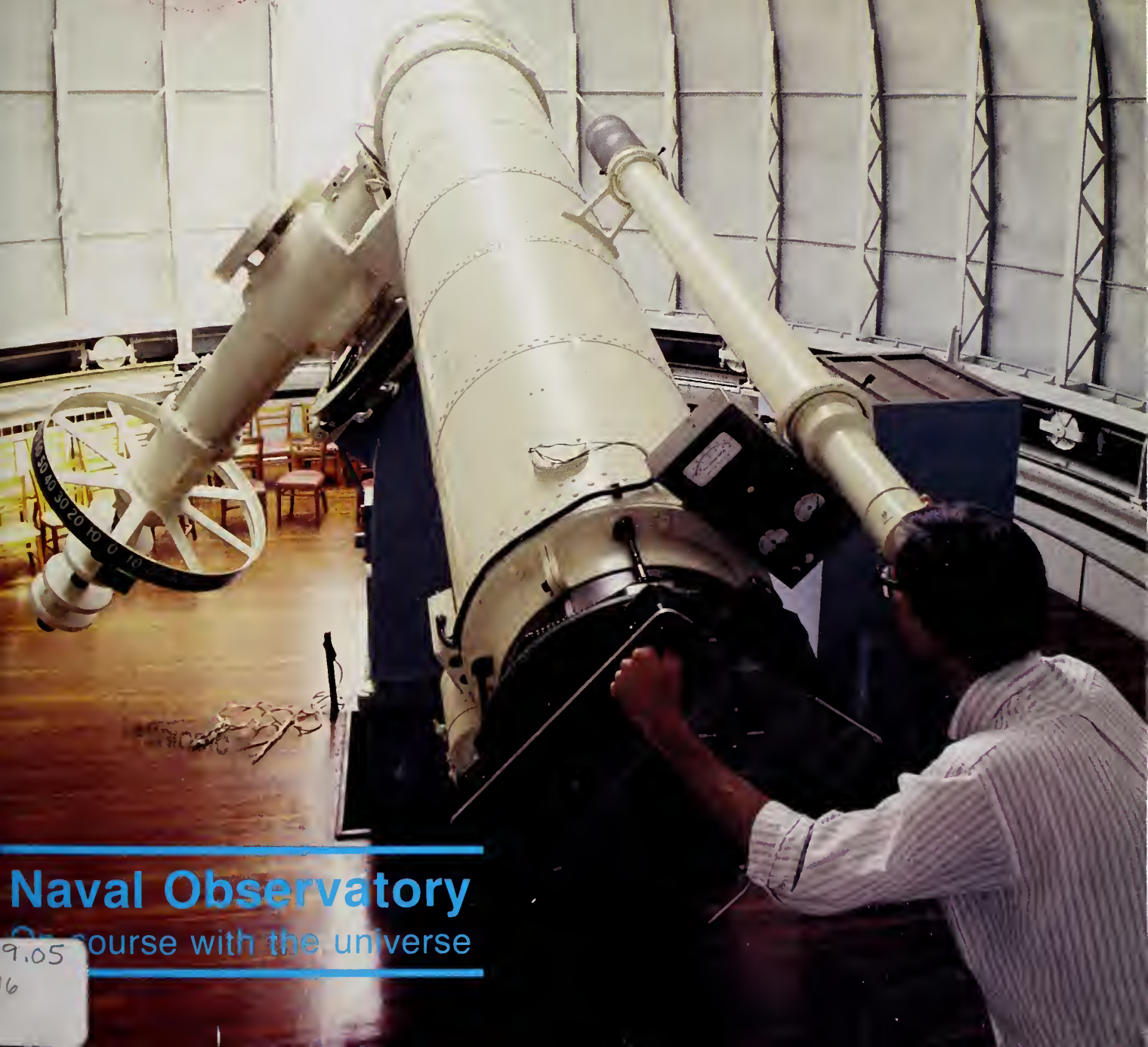


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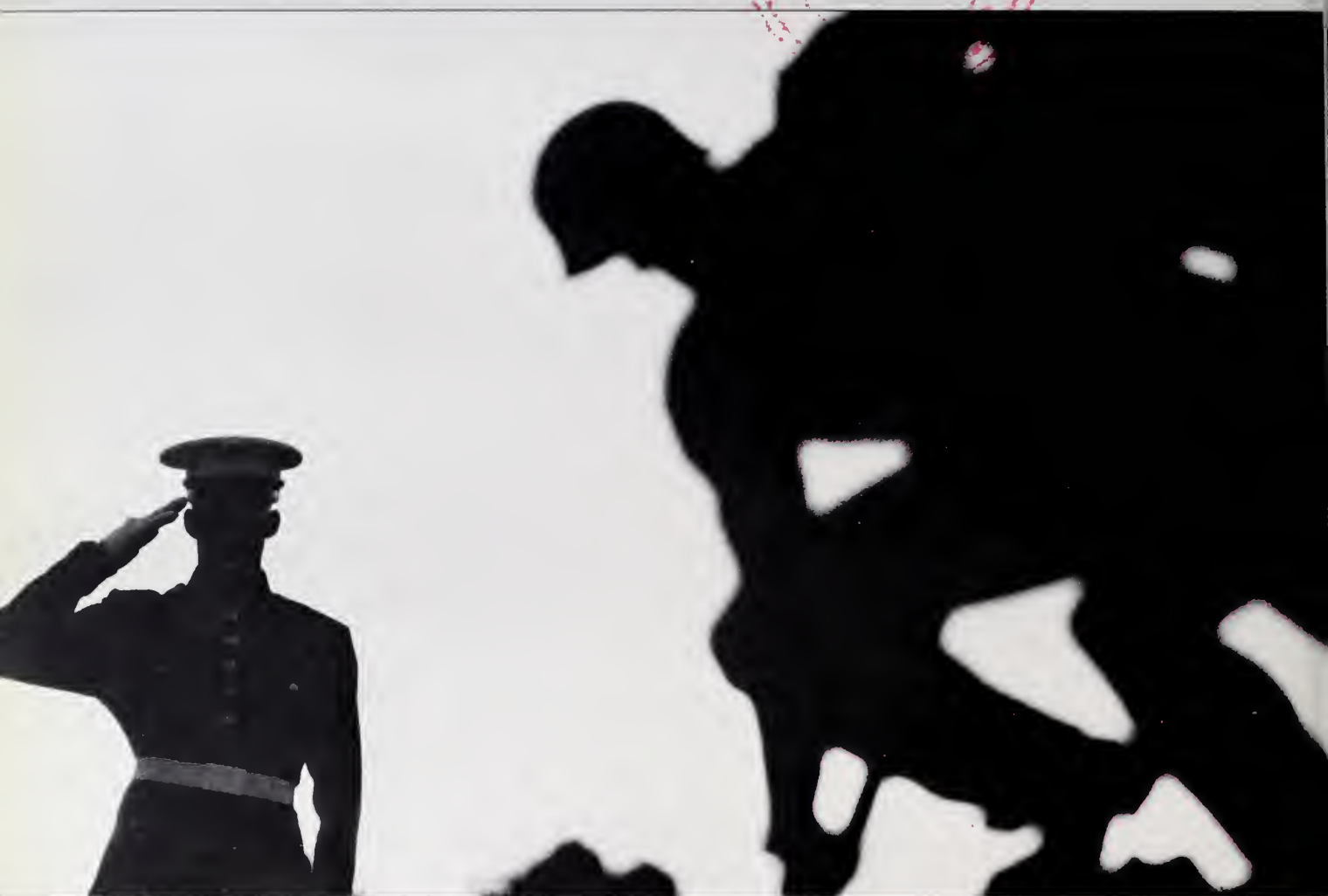


Naval Observatory

Course with the universe

9.05

6



A Marine during Sunset Parade ceremonies at the Marine Corps War Memorial in Arlington, Va. Photo by PH1 Chuck Mussi.

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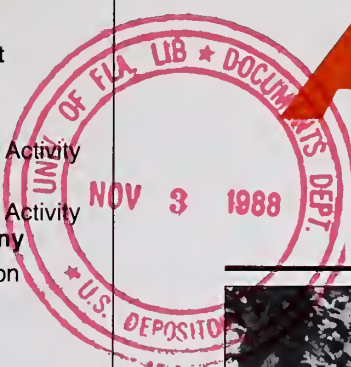


Photo by PH1 Chuck Mussi

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Front Cover: The U.S. Naval Observatory's 26-inch telescope was used in 1877 to discover the two moons of Mars. Today, the observatory staff makes more than 40,000 stellar observations a year. See story, Page 18. Photo by PH2 (AC) Scott M. Allen.

Back Cover: In Arlington Cemetery, members of the Veterans of Foreign Wars honor guard display the colors during a wreath-laying ceremony at the Tomb of the Unknowns. See story, Page 26. Photo by PH1 Chuck Mussi.

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Navy Currents

Good Conduct Medal

Under NavOp 18/88, selected personnel with an expiration of obligated service between April 1 and Sept. 30, 1988, were required to extend or reenlist immediately for two years or be separated early. As a result, many first-term personnel who elected early separation, forfeited their eligibility for the Navy Good Conduct Medal.

A waiver of the active service requirement under SecNavInst 1650.1E has been granted for personnel who were on their first four-year enlistment and who were otherwise eligible for the Good Conduct award.

Individual commands should forward the Good Conduct certificate and medal to eligible former service members and ensure that corrections to DD Form 214 (DD Form 215) are submitted to reflect this award in accordance with NavMilPersComInst 1900.1B. If a service member's eligibility is uncertain, service records may be requested from ComNavMilPersCom (NMPC 036) for a period of six months following release from active duty. □

day. This is down from 57 and 31 percent respectively. □

Soviets plan super subs

The Soviet navy expects the undersea warfare environment of the future to include high-speed submarines equipped with thermal- and laser-homing torpedoes, according to a recent book edited by the former Soviet Fleet Admiral Sergei Gorshkov.

The Navy: Its Role, Prospects for Development and Employment, indicated the Soviets have goals of building submarines that can travel at 50 to 60 knots underwater in the near future, up to 100 knots ultimately and dive to depths of 6,600 feet. Future submarines would carry torpedoes that could travel up to 300 knots, according to excerpts of the book, translated by the U.S. Office of Naval Intelligence. The Soviets already have the fastest submarine in the world, the *Alfa* class nuclear attack submarine, which travels some 40 knots underwater.

U.S. analysts say the book shows strong emphasis by the Soviet naval leaders on strategic antisubmarine warfare, and the Soviet navy's role in strategic air defense. It identifies key missions for the Soviet navy: to hunt out and destroy U.S. submarines and aircraft carriers before they can launch their nuclear weapons, destroying Western military and economic targets through nuclear strikes by Soviet submarines and destroying their adversary's carrier and ASW forces to gain command of the seas around the Eurasian continent.

The book appears to be the Soviet navy's first salvo in staking out its future in Soviet national security policy under the defensive doctrine, according to U.S. Navy analysts.

In a July 1988 speech, Chief of Naval Operations ADM Carlisle A.H. Trost said there has been no change in the identity of the main threat to U.S. global interests. "The military power of the Soviet Union and the Warsaw Pact nations continues to pose the principal threat," Trost said, "despite the hypnotic appeal of Mr. Gorbachev's highly public campaign of reform." □

The military says 'no'

Preliminary results from the 1988 worldwide survey of substance abuse and health behavior among military personnel indicate the percentage of personnel who had used drugs 30 days prior to the survey has decreased from 27 percent to less than 6 percent. Overall, 10 percent of the military personnel surveyed reported non-medical drug use in the previous 12 months, compared to 13 percent in 1985. Self-reported loss of productivity during the past year due to drug use was reported by 2 percent of the active duty population, compared to 3 percent three years ago.

The early results also indicate that heavy drinkers, those drinking five or more drinks per occasion at least once a week, made up 9 percent of the population compared to 12 percent in 1985. Smoking is also on the decline as 54 percent of military personnel reported that they did not smoke during the last 30 days and only 23 percent smoked about a pack or more of cigarettes per

Social Security benefits

If you want to find out the amount of Social Security benefits you can expect to receive after retirement, call toll free 1-800-937-2000. The Social Security Administration will send a form requesting information on your current earnings and an estimate of future earnings in Social Security-covered employment. Once it receives the form, SSA will mail a statement with a benefits estimate and other pertinent information. □

More simulator time

According to defense officials, military pilots are training more on the ground than in the cockpit. Budget cuts, better simulators and more complex weapons systems are driving all services toward more simulator training time.

Simulators are at the center of some controversy. In 1973, during the oil embargo, flight hours were cut back and simulators had to pick up the slack. The services are in the same situation again, only this time due to budget cuts. One school of thought says simulators can pick up the slack, especially since they have advanced so much in the past 10 years. They are more realistic and a mixture of simulator and "stick" time is more cost-effective.

Others argue that simulators are already doing too much — that no matter how good the simulator is, it can't replace the real thing. According to COL Wayne J. Lobbestaal, director of the Air Force training systems program office at Wright-Patterson Air Force Base, Ohio, "You know, in the back of your mind, that you can't get killed in a simulator."

The fact that a simulator never leaves the ground is part of its attraction — weather never interferes with training time. "You can get training in a simulator when it's impossible to fly," said William R. Schmidt, a flight simulator specialist with Honeywell, which is building the F-18 *Hornet* simulator and the T-45 trainer. "You can also 'fly' a simulator 20 hours out of 24," Schmidt said. "Maintenance is minimal, so more pilots can get more training."

Finally, since you can't get killed in a simulator, pilots can train to handle emergencies in a way they couldn't in an aircraft. "How do you practice putting out fires in a real aircraft? You can't set the thing on fire," said a Navy simulator expert. "All you can do is look at the controls and talk yourself through it. In a trainer you run through all the procedures and engage all the instruments you'd use," he added.

"The days of feathering an engine to see how you react are long gone," said Schmidt. "You don't purposely cut an engine in a \$24 million aircraft, but you can in a simulator."

Not only aircraft, but weapons are becoming more sophisticated and expensive. One example a Navy flyer used was firing the \$100,000-a-copy *Harpoon* missile. "You just don't fire that many *Harpoons*," he said. "But, you can simulate firing them all day in a trainer."

No matter what school of thought experts belong to, the use of simulators will grow — they may not take the place of the "real thing," but they are good training tools and can make the difference in life-or-death situations. □

HIV tests and deployments

There is no requirement to have a negative human immunodeficiency virus test result within six months of a deployment and units do not have to wait for HIV results before deploying, according to NavOp 100/88.

Under NavOp 100/88, active duty members receiving permanent change of station orders to a Conus deployable unit must be tested for HIV before transferring and have the results documented, if possible. If the results are not available before the member transfers, they should be forwarded to the new duty station.

However, active duty members receiving PCS orders to an overseas duty station are required to have a negative test result documented in their medical and dental records before transferring.

A valid test within six months of execution of orders will satisfy requirements for personnel being assigned to either a deploying unit or an overseas command. No HIV test is required for a PCS to shore duty within Conus. □

Veterans Day is every day

"... to care for him who shall have borne the battle, and for his widow, and his orphan ..."

*Abraham Lincoln
Second inaugural address
March 4, 1865*

Story by JO1 Melissa Lefler, photos by PH1 Chuck Mussi

The Veterans Administration's health care system is the nation's largest. Doctors, nurses and counselors in VA hospitals and outpatient clinics saw more than 20 million veterans during 1987. Last year, 172 VA medical centers admitted about 1.3 million veterans for inpatient care. Eligible vets were also provided care at 231 outpatient clinics, 117 nursing homes and 27 "domiciliaries." The domiciliaries are part of a residential program at VA facilities, allowing eligible, ambulatory vets to take part in rehabilitative therapy. The program is designed to enable veterans to return to the community.

However, some vets are unable to make that return, either because they need more extensive medical care, or for other reasons. Among these veterans are the men and women who live at the spinal cord injuries unit at the Hampton VA Medical Center.—ed.

Bingo! The name is the same, but the game is a little different here from the version played across America in church halls and bingo parlors. At the Veterans Administration Medical Center, as the numbers are called out, volunteers circle the room, moving the wooden slots on bingo

boards for patients who cannot use their hands.

No winner runs up the aisle to claim his prize. All of the players are in wheelchairs; most cannot use their legs. Some have no legs.

For the 62 spinal cord patients who call this ward of the hospital "home," every other Monday night is bingo night. Tonight, about 25 paraplegic and quadriplegic veterans crowd the determinedly cheerful rust and yellow recreation room, hoping their lucky numbers will pop up.

Navy veteran Richard Judkins maneuvers his electric-powered wheelchair into his favorite spot — front row, to the left of the bingo hopper. With a USS *Iowa* ball cap perched on his curly gray and black hair and a "Go Navy" miniature license plate hanging from the back of his chair, Judkins plays his three boards easily with his left hand, which has a limited range of motion. He cannot move his right hand at all.

Judkins doesn't remember how he got hurt, or how long he has been a

patient at the Hampton VA spinal cord injuries unit — called the SCI by patients and staff. What the thin, dark-skinned man does remember is sea duty during World War II, aboard the transport ship USS *General Mitchell*.

"I still love the Navy," Judkins as-





serted, pointing to two small silver eagles — Navy captain's collar devices — souvenirs of a day cruise Judkins and seven other SCI patients made aboard the Norfolk-homeported USS *Iowa* (BB 61) in April. The eagles, sparkling in the fluorescent light, are pinned to the top of

No winner runs up the aisle to claim his prize. All of the players are in wheelchairs; most cannot use their legs. Some have no legs.

"The first time I came out here, I went away thinking, 'What problems do I have, compared to these people?'"

his canvas knapsack, which hangs from the arm of his wheelchair and holds his personal items.

Bob Hanley, a disabled vet and retired Navy chief petty officer, volunteers twice a month to help run the bingo games. Hanley is a member of the Newport News, Va., chapter of the Disabled American Veterans.

"The first time I came out here, I went away thinking, 'What problems do I have, compared to these

people?'" said Hanley. Still, he doesn't find volunteer work at the hospital depressing, although he said it took time to learn when to help and when to let the patients help themselves. He recalls a mistake he made in the beginning.

"This guy was sitting in the lounge, in front of the wide-screen TV. A lamp was on, shining right on the screen. I turned it out and said, 'Now you can see better.'

"He said calmly, 'I'm blind — I haven't seen a thing for 20 years.' That taught me that patients don't want pity."

After the bingo game, a man glides by in another electric-powered wheelchair, down a corridor so clean that the red exit signs are perfectly reflected in the waxed floors.

"Did you win a bundle, Ronnie?" Hanley calls to him. Ronnie keeps rolling.

"Ronnie has trouble with his feet," Hanley explained. "He can't walk. He knows they're no good, but he doesn't want to lose them."

During the past five years, since he began volunteering at the Hampton VA hospital, Hanley has learned to think of the men and women there as friends, rather than patients. As in any friendship, Hanley finds he gets as much as he gives.

"The people on the SCI ward are here to stay. Some have died here since I first started volunteering," Hanley said.

"They very seldom talk about how they got injured," he added, "especially the young guys, the guys from the Vietnam War. They are the ones who are bitter. It's harder to talk to them, but there have been volunteers before me who have paved the way."

Hanley said that because the members of his unit — DAV 26 — are also veterans who have been awarded a percentage of service-connected disability pay, they can establish a comfortable rapport with most of the VA patients.

"We know what it is to be in the hospital for months without someone coming to see you," said Hanley, who was a data processor in the Navy, and now works in the same field for the city of Newport News. "We know that they are lonely. They need companionship, someone who cares about them. A lot of the men's wives have deserted them. And it usually doesn't get any better, it just gets worse."

Herbert Cooke, an ex-Navy corpsman who is now head nurse of the spinal cord unit, agrees that long-term patients in the VA hospital often don't see their families for months, sometimes for years.

"Out of 62 patients on SCI, maybe 10 have families who come regularly. Perhaps another 10, their families come occasionally. A lot of the patients never see anybody, and



Above: A volunteer spends time with a patient — sharing a laugh, catching up on news, remembering the past. **Right:** A veteran stretches to see the selections in the vending machine. He can't see what's in the top rows — he has to ask someone.



their families don't write or call," Cooke said. "They feel as if they have been dropped off and abandoned."

But, as Cooke pointed out in all fairness, because the Hampton SCI is one of only 20 long-term units in the nation, many patients' families live too far away to visit. And as the patients get older, their wives, husbands, brothers and sisters have also become too old or infirm to make the trip to see them.

Nelda Parker, a quadriplegic who lives in the SCI unit, served as a Navy airplane mechanic during World War II. She says she was fortunate that her family chose to stay close to her after a 1973 car accident severed her spinal cord, leaving her paralyzed.

Parker's husband quit his civil service job, and her younger daughter left the Navy after 10 years on active duty, both so they could live

near her. Both were working in Texas, and came to live in Virginia.

Parker recalled she didn't know much about her VA benefits when she got hurt. "The VA counselor we talked to right after the accident didn't tell us I could get into a spinal cord unit in a VA hospital," she said. Parker spent a year in a private nursing home, after her husband's health problems left him unable to care for her.

That year of private care almost

wiped out the Parkers financially, she said. "Finally, my next door neighbor said she thought that in catastrophic cases like mine, the VA was supposed to cover it." Checking with another VA counselor, Parker learned that her neighbor had been correct.

Alan S. Goss, director of the Hampton VA hospital, said any person who has received an honorable discharge, or a general discharge under honorable conditions, is eligi-

"They very seldom talk about how they got injured — especially the young guys, the guys from the Vietnam War. They are the ones who are bitter. It's harder to talk to them, but there have been volunteers before me who have paved the way."

"What I noticed first when I came here is the number of amputees, people who are in a wheelchair for life. Many of them thank me every time they see me."

ble to apply for VA medical care. VA statistics show that last year, on any given day, an average of 71,000 people were inpatients at one of the nation's VA facilities.

An elaborate priority system, mandated by Congress and VA regulations, determines which of America's more than 27 million living veterans are first in line for care. First priority goes to vets with service-connected injuries or illnesses and veterans receiving VA pensions. Other special categories of vets also get first priority, including those below a certain income level with non-service-connected injuries or illnesses and former prisoners of war. VA officials report that 131,000 U.S. veterans have 100 percent military service-connected problems, conditions or illnesses.

Veterans whose illnesses or injuries are not connected with their military service are a lower priority, although Goss said the Hampton VA hospital treats between 97 and 98 percent of eligible veterans who apply for inpatient or outpatient care.

"Our mission is to serve veterans with dignity and compassion, because they earned that in service to the nation, whether they served for a short time or a long time," Goss

Wheelchair-bound patients join in a 30-minute workout using an aerobics tape designed for athletes in wheelchairs.





"The nicest thing about working here is that a day doesn't go by when someone doesn't say to me, 'It's nice to have you here.' I never once heard that on the outside."

said. "I fervently believe this — I wouldn't be here if I didn't."

Dr. J. Sherman Garrison, Hampton VA staff radiologist, has noticed the gratitude many older veterans display when they receive personal attention from staff members and visitors. This isn't typical of attitudes he has experienced elsewhere. "The nicest thing about working here is that a day doesn't go by when someone doesn't say to me, 'It's nice to have

you here.' I never once heard that on the outside," said Garrison, who is a veteran. He served in the Navy as a hospital corpsman in World War II and as a Navy physician from 1953 to 1968.

Patients in the VA hospital are usually older than those Garrison saw in private practice. There are other differences, too.

"What I noticed first when I came here is the number of amputees, people who are in a wheelchair for life," Garrison said. "Many of them thank me every time they see me."

Garrison said that his earnings were cut in half when he left private practice to work at the Hampton VA Medical Center. He explained his decision to take the cut in pay. "When I got fed up with private practice, I said to myself, 'I'll go do something useful.' Military people tend to be flag wavers. I am still a flag waver, trying to do my bit. My pay is less, but I don't care, I don't need it. Money isn't everything."

Garrison said that there are seri-

ous staffing problems within the VA system because the pay is so much higher in private practice. "I came to work here in January 1987. It was supposed to be temporary, but I am still here. Now the staffing in the department is even worse — we just lost a doctor, so who knows when I will get to retire? As long as they need me, I'll stay."

The Hampton VA Medical Center is nicely furnished, well-kept, spotlessly clean and shows no signs of neglect or decay. The main building was constructed in 1937 and has an elegant lobby with marble floors, high ceilings, fan lights over the tall windows and gleaming brass plate surrounding the elevators. The hospital began operation in 1870 as the National Home for Disabled Soldiers and Sailors.

Emblems of patriotism — flags, posters, statues, honor rolls, glass-encased reproductions of the Constitution and the Bill of Rights — line the hallways at Hampton. Many of these were donated by groups such as the American Legion and the Veterans of Foreign Wars, reminding visitors of the origin and purpose of the hospital.

The patients sometimes contribute, too. In the dental wing, a framed red and orange seascape occupies a prominent position in the main corridor. The tribute to the ocean's beauty was drawn by patient Dennis Rusnak of Norfolk, to thank his dentist for dental work done for him at the VA. The artist is a Navy veteran and a quadriplegic; he works by holding colored pencils or brushes in his mouth.

But in spite of the courtesy and respect shown to the patients by the staff, and the pleasant surroundings, some patients see erosion in the quality of life, which they attribute to federal funding cutbacks.

"The quality of the materials, catheters, bedside bags and leg bags has gotten worse," said Nelda Parker in SCI, adding that the plastic mate-



Above: A recovering stroke patient discusses his medication with his doctor. Right: A nurse helps a patient assemble a puzzle of a man's face in a therapeutic exercise.



rial used to make the bags is thinner and cheaper than it used to be — the bags sometimes break, spilling waste material.

Even more troubling are staffing shortages, Parker said, echoing radiologist Garrison's concerns about the VA system. "The number of people on the staff is not as high as it used to be. The staff is extremely overworked. On some weekends, some of the [SCI] patients have had to stay in bed, because there were not enough people on staff on duty." VA representatives have acknowledged "delays in getting up" at some facilities on weekends, and are working to improve the situation with the limited staff available.

Although recreation specialists work hard to organize and schedule weekly outings for the SCI patients who will live out the rest of their lives here, Parker says there are financial problems with the outings as

well. "There isn't enough help to take all who would like to go," Parker explained. "We go bowling every week, but only eight patients can go, because the bus only holds nine people." Often, Parker added, their bus breaks down, and trips must be canceled. "We missed the fish fry this week because the bus was broken."

Volunteer organizations devote their time and fund-raising efforts to filling some of the gaps for the veterans. Hanley, of DAV 26, said his organization donated most of the remote-controlled, ceiling-mounted color television sets in the SCI patients' rooms and in the VA nursing home. "It's true the government pro-

vides the necessities, but we feel it isn't enough," Hanley said. "The patients deserve some conveniences and luxuries, too."

The same attitude motivates the Newport News Elks Lodge members to host a cookout for the SCI patients once a month, during the spring, summer and fall.

One hot Saturday morning, the Elks' members are cooking hot dogs over a charcoal grill. Members of the women's auxiliary set out potato salad, chips, lettuce, tomatoes, onions and fruit drinks. About 25 of SCI's 62 patients have braved the 90-degree-plus heat, seeking shade under the canopy-covered picnic area, and await a homemade lunch.

"Our mission is to serve veterans with dignity and compassion, because they earned that in service to the nation."

"We have specialists here. We get the best care. If it wasn't for the VA, we would be stashed in nursing homes. I am thankful that we have this place."

"This guy wants two hamburgers, raw," calls out a woman volunteer.

"We have to thaw them at least," shouts back Michael Korb, an Elks member and retired Navy Reserve lieutenant commander. "Today, the patients can get their food the way they want it, freshly cooked food, not institutional food the way the cafeteria prepares it."

For the past four years, since he joined the Newport News Elks Lodge, Korb has been involved in his lodge's volunteer work with the VA hospital. Those efforts include an "adopt-a-vet" program and taking spinal cord patients out to dinner at local restaurants. "I view this as an extension of my Navy family," said Korb, "even though some of these vets are from the Army, Air Force and Marines. They see us, they have smiles on their faces," he said. "They can forget their problems — at least for a couple of hours."

"It's pleasure — it's not work," Korb said. "There is no way you could pay me for this. If I had to do this for money, I wouldn't do it."

From inside his room at the SCI unit, Curtis Gentry gazes out at the picnic scene. "A lot of guys can't stand the heat, that is why they don't go out to the picnic grounds. When they become quadriplegics, their bodies lose the ability to sweat," he explains. Gentry is a paraplegic, driving his wheelchair skillfully with his hands. A year after Gentry got out of the Navy, he was injured in a diving accident. That was 41 years ago, when Gentry was 20. He has been in a wheelchair ever since, and has lived in VA hospitals since his mother died in 1975.

"If we didn't have the DAV, the

American Legion and the Paralyzed Veterans of America to lobby for us in Washington, places like this would get the ax," Gentry said. "A lot of congressmen now are under 35 — they have never been in a war. They think that we should cut the VA budget."

According to the VA, the system is sound, even though some VA medical centers are having financial difficulties. For example, the population shift to the southern and western "Sun Belt" has overloaded facilities in that region. However, the VA's total budget has actually been increased in fiscal years 87, 88 and 89.

"We have specialists here," said Gentry. "We get the best care. If it wasn't for the VA, we would be stashed in nursing homes. I am thankful, very grateful that we have this place."

Past the long, green lawns and concrete parking lot, sailboats float on Hampton Bay in the shimmering haze. The scene is peaceful, beautiful. Several ducks and a goose waddle around the picnic's perimeter, practically tame, hoping for hand-outs — which they get. There is a great racket as the goose bullies the ducks away from the choicest crumbs. The three spinal cord patients in wheelchairs, who are feeding them, laugh. "He always does that," remarks one.

"Yes, the duck families have been building nests and having babies here on the grounds ever since I've been here," replies another veteran.

"Ten years, at least." □

Lefler is a writer at NIRA Det. 4, Norfolk. Mussi is a photojournalist at All Hands.

Inch-by-inch, a wheelchair-bound patient works his way down a corridor, as the world passes by.





Midway — a *Yorktown* pilot remembers

The war in the Pacific reached the turning point — the Japanese were on the run at last.

Story by JO2 Mike McKinley

In the early morning hours of June 3, 1942, a powerful Japanese naval armada, under the command of ADM Isoroku Yamamoto, was converging on the small, American-held central Pacific island of Midway. Approaching the island in three sections, the Japanese task group consisted of a strike force of four carriers, *Akagi*, *Kaga*, *Hiryu* and *Soryu*. There were also a dozen transports carrying nearly 5,000 occupation troops escorted by two battleships, a light carrier and an array of cruisers and destroyers and seven more battleships. At the same moment, far to the north in the waters off the Aleutians, another Japanese naval force made up of two carriers, two cruisers and a number of transports, was poised to bomb the American base at Dutch Harbor and invade the islands of Attu and Kiska. But this Alaskan operation was a screen, a diversion in support of the big push at Midway. That was the prize.

Located 1,100 miles northwest of Honolulu and midway between Asia and America, Midway was an important strategic target for the Imperial Japanese navy. Its capture would extend the Japanese defensive perimeter in the Pacific and cut the American lines of communication between its fleets in the South and

North Pacific. It would also deprive American air forces of an advance base from which they could bomb Japan and give Japanese forces a springboard to invade Hawaii.

In planning his offensive, Yamamoto calculated that the attack on the Aleutians would draw the U.S. Navy's Pacific fleet away from Hawaii to protect its Alaskan bases. But should the Americans try to cover Midway, Yamamoto was confident that his superior force could easily destroy anything the U.S. Navy sent against him.

His confidence stemmed from his belief that the United States didn't have any carriers in the central Pacific. Yamamoto, believed, erroneously, that both USS *Yorktown* (CV 5) and *Lexington* (CV 2) had been sunk in the Battle of the Coral Sea a month before. That left only two carriers, *Enterprise* (CV 6) and *Hornet* (CV 8). But these two ships had been sighted operating in the South Pacific and more than likely wouldn't pose a problem. But he also felt that if the Midway invasion drew out the American carriers, with the force he had available, he could destroy them.

Yamamoto's plan had all the earmarks of success except for one detail — the U.S. Navy knew about it.

The Navy Communications Intel-

ligence Unit at Pearl Harbor had earlier broken the Japanese naval codes and had put together enough information to pretty much figure out Yamamoto's Midway battle plan a few days before the attack. Thus, ADM Chester W. Nimitz, Commander in Chief, Pacific Fleet, was able to assemble a force of his own to counter the Japanese threat at Midway. This Midway force included *Yorktown* which had been patched up in record time after being damaged, but not sunk in the Battle of the Coral Sea, and the carriers *Enterprise* and *Hornet*. This Midway force was divided into two task groups under ADMs Frank J. Fletcher and Raymond A. Spruance.

Consequently, by June 3, with their presence not expected by the Japanese invasion fleet steaming just 700 miles west of Midway, the three U.S. carriers with a supporting force of eight cruisers, 14 destroyers and 20 submarines, were already patrolling the waters around Midway and scout planes were in the air searching for the Japanese.

Early the next morning, on June 4, the Japanese carrier force, which was steaming about 200 miles northwest of Midway, launched 108 bombers and fighters to smash the island and its defenders. Shortly after the Japanese launch, a U.S. Navy patrol

plane crew sighted the Japanese carrier force as it emerged from a low overcast and relayed the enemy carriers' position back to the American fleet.

In a matter of minutes, U.S. Navy torpedo planes from the three American carriers were in the air to attack the Japanese flattops while soldiers, sailors and Marines on Midway braced themselves against the oncoming Japanese air assault. The Battle of Midway had begun.

For the next three days, U.S. Navy carrier-based torpedo planes, fighters and dive bombers, with the later assistance of U.S. Marine and Army fighters and bombers from Midway, were locked in a desperate struggle with the Japanese carrier air arm. As the American defenders on Midway fought off the devastating Japanese air attack, planes from the American and Japanese carriers relentlessly carried out attacks on each other's carriers and escorts.

During the entire battle, the ships of both navies were out of sight of each other and never exchanged a shot. The only shooting done by Japanese and American shipboard gunners was at the swarms of aircraft attacking from the sky.

One of the young American pilots participating in this air-dominated struggle was Wilhelm G. "Bill" Esders, who, at the Battle of Midway, was one of several enlisted pilots operating from *Yorktown*. Flying a Douglas TBD *Devastator* torpedo bomber with Torpedo Squadron 3, Radioman 2nd Class Esders was one of only a handful of torpedo plane pilots who survived the fight and whose courage would be rewarded with the Navy Cross.

At 10:45 on the morning of June 4, Esders' squadron of *Devastators*, along with a squadron of dive bombers and an escort of six fighters, was launched from *Yorktown* to seek out and destroy the four Japanese

carriers. Flying with Esders in the back seat of the *Devastator* was Aviation Radioman 2nd Class Mike Brazier, his communicator and gunner.

As they flew in a northwesterly direction toward the last reported enemy position, the aviators maintained radio silence since the Japanese still didn't know where the American carriers were. The *Yorktown* attackers were in the air for just over an hour when they spotted three columns of smoke on the horizon. They had found the carriers and according to Esders, who was flying number two position to the left of Squadron 3's commanding officer, LCDR Lem Massey, "Other Navy planes had already hit three of the carriers and these were burning furiously."

Esders' squadron, along with the fighters and dive bombers, altered their course slightly to the right, to get on the north side of the Japanese carriers, the direction from which they would commence their attack. But when the American planes arrived at a point about 20 miles from the carriers and their escorts, they were intercepted by prowling Japanese *Zeros*, the premier fighter planes in the Japanese air fleet. The *Zero* was much faster and more maneuverable than any plane the Americans had in the battle.

"We had between 20 and 25 *Zeros* chasing us," said Esders, "and we were maneuvering erratically in order to make it more difficult for them to get to our squadron."

Trying to stay in as close a formation as possible, the torpedo planes in Esders' squadron began losing altitude and gaining speed as they closed in on their target, the carrier *Hiryu*, still about 10 miles away.

The *Zeros* opened fire and Esders, trying to keep his eye on the squadron leader, caught glimpses of U.S. Navy dive bombers and fighters being hit. "All over the sky, I could

see planes that were on fire," he said, "blowing up or spinning out of control . . ."

As Esders flew on he was startled by a sudden explosion. Somehow his CO2 bottle had ruptured, throwing foam into his face and spraying the interior of the cockpit. He quickly

*"All over the sky, I
could see planes that
were on fire . . .
blowing up or
spinning out of
control. . . ."*

slid open the canopy to clear the CO2. As he did so he looked off to his right and saw three *Zeros*, one behind the other, roaring in toward LCDR Massey, intent on shooting down the squadron commander. "I saw the *Zeros*' tracers coming into our area," said Esders, "and all at once the skipper's plane was on fire. The whole forward section of his plane was just one big ball of flame."

Esders watched as Massey stood up in the open cockpit of his plummeting plane, with one foot in the cockpit and the other out on the stub wing, trying to bail out. "I saw him disappear under the wing of the aircraft," said Esders, "but we were flying at 200 feet and I didn't think the skipper had much chance of survival."

With the squadron commander out of the action and the executive officer leading another section, Esders, the former farm boy from St. Joseph, Mo., took command of his section on their approach to the carrier.

He had four planes going in with

Midway



The Battle of Midway by Robert Benney

him. "I got my aircraft on point," he said, "and I knew exactly what had to be done ... all the pilots knew ... for we had practiced everything in mock attacks of this type during training."

With Esders in the lead, the four *Devastators* roared in toward *Hiryu*. "The plan was to form a semicircle around the carrier," Esders said, "so that when we dropped our torpedoes, there would be a greater chance of not missing the target."

The Japanese ships were firing at the American aircraft with everything they had. Brazier, Esder's gunner, was badly hit. He called Esders in the front seat to tell him that he could no longer give much help in warding off enemy aircraft, but he would do the best he could.

Trying to shake off this unwanted news, Esders bore in on the attack and commanded his force to unload torpedoes. "I saw four of our torpedoes launched," he said, "and right after, I also saw four of our airplanes go down in a hail of anti-aircraft fire. As far as I could tell, I was the only one left."

Quickly getting into position, Esders dropped his torpedo and made an abrupt turn to starboard, flying just ahead of the bow of *Hiryu*. "I didn't have much opportunity to watch if I scored," said Esders, "since I was flying some very erratic maneuvers trying to keep anti-aircraft fire from hitting the plane. Every ship's guns seemed aimed at me!"

As Esders flew his *Devastator* away from the ships' gunfire, he saw four *Zeros* bearing down on him. With his gunner out of action and knowing that he couldn't outrun or out-maneuver the Japanese fighters, Esders took his plane down low to the water so that his attackers couldn't fly under him. Then he slowed to a speed that would still allow him to control the plane and waited for the *Zeros* to start shooting. Esders knew that the Japanese pilots would not use their gunsights when they fired in this situation. They would watch the water geysers as the bullets hit behind the *Devastator* as they walked the bullets into the aircraft.

But Esders could also see the geysers popping up in the water and it was his plan to turn one way or the other just before the bullets got to him. He knew that if he turned too soon, the *Zero* would follow him through his turn. If he was too late, he'd be hit.

As the first *Zero* made its run at him, Esders watched the water geysers erupt behind him and just before they got to the plane, he turned and the spray of bullets went on by. He wasn't hit! But Esders didn't have much time to congratulate himself on the maneuver since another *Zero* came in on his tail with guns blazing. Again, Esders watched the geysers close in on him and again he pulled his plane out of the way unscathed and the Japanese fighter continued on ahead of him.

"These planes chased us for about 25 miles," said Esders, "and I don't have any idea how many runs they made, but they never hit us." He said that the last Japanese pilot to make a pass flew by him and raised his hand in a half salute. "Just what he intended to convey, I don't know," said Esders, "possibly, 'good show,' or maybe, 'wait until I get more ammunition.'" But whatever it meant, the game of cat and mouse was over and the Japanese planes turned back toward their own fleet.

After the Japanese broke off the engagement, Esders was able to take stock of his situation. His plane had been shot up during the assault on the *Hiryu* and the fuel line had been hit, causing a small stream of gasoline to spray Esders in the face. "Why we didn't catch on fire, I'll never know," he said.

As he moved over in the seat to get out of the stream, Esders also realized that he had been slightly wounded as well. "I was hit once right across the top of the head," he said, "but it wasn't too serious, the bullet just breaking the skin."

Esders called back to Brazier to ask

how he was doing and if it was possible for him to change the radio coil, which would give the two men a chance to tune in on a beam directed from *Yorktown* to check their course home. Though in a weakened condition from his wounds, Brazier said he would do his best.

Now flying in the general direction of the American fleet, Esders took the *Devastator* up to five thousand feet, just to the base of the clouds. "If I saw any enemy aircraft along the way," he said, "I wanted to have some place to hide and the clouds were a good place."

Soon, he heard the signal from *Yorktown*. Brazier had managed to change the coil and the two airmen were just a few degrees off from where they needed to be. A few minutes later, Esders could see the *Yorktown* task force about 10 miles away. But off to his right, about one and a half miles away, he also saw 18 Japanese dive bombers headed in the same direction.

"As I climbed for the clouds," said Esders, "I ran out of gas and the engine stopped." He had no choice now but to make a water landing. "As I went down to ditch the aircraft, I saw our fighters hit the Japanese and watched several of their dive bombers drop out of formation," Esders said.

Once the *Devastator* was in the water, Esders hauled the life raft out of the cockpit and inflated it. Although half of it was shot full of holes it was still fairly seaworthy. As he pulled Brazier out of the back seat, Esders saw a terrible sight. "Mike had been hit eight times in the back by small caliber fire," Esders said, "and both of his legs had been hit between the ankle and the knee with 20 millimeter explosive shells. The flesh between his knees and ankles on both legs was gone. The bare bones were showing."

Getting Brazier into the raft, Esders provided what first aid he

could. While trying to comfort the wounded sailor, Esders heard a plane and looking up saw an American fighter heading toward the raft to drop a float light. Soon after, another plane came over and dropped a second light. Things were beginning to look better for the two men in the raft — until Esders heard another plane. This time when he looked up, he saw a Japanese dive bomber headed toward the life raft intent on strafing it.

"That Japanese pilot had not been in his dive for more than a couple seconds," Esders said, "when I saw another aircraft coming out of the clouds from another direction. It was one of ours — an F-4F *Wildcat* fighter that had been sent out by the fighter director on *Enterprise* to see what the situation was." The two pilots saw each other at about the same time and the Japanese pilot aborted his strafing run and high-tailed it back toward his own fleet.

Elated over this escape, Esders was about to congratulate Brazier on their coming through another close call when he saw that Brazier's luck had already run out. Despite Esders' ministrations, the terribly wounded sailor had bled to death in the raft. "All I could do for him now," said Esders, "was to say a short prayer for him. I prayed, 'Dear Lord, look after gallant men like him.'"

About an hour and a half later, the destroyer USS *Hammann* (DD 412) picked up Esders and Brazier and sank their still-floating aircraft with gunfire. Out of the 12 planes in Squadron 3 that went into the battle, only Esders and another enlisted pilot, Machinist Mate Harry Corl and his wounded gunner, Aviation Radioman 3rd Class Lloyd F. Childers, made it back alive. They too had to ditch their aircraft and were picked up by USS *Monaghan* (DD 354).

But by nightfall, U.S. Navy airmen, at great sacrifice, had sunk the

four Japanese carriers, severely damaged six surface ships, including two battleships and sent one destroyer to the bottom.

The sinking of the enemy carriers gave the U.S. Navy pilots the added satisfaction of knowing that they were the same carriers used in the attack on Pearl Harbor and that they were still under the command of ADM Chuichi Nagumo, the man who had led that infamous attack.

Yet the Battle of Midway would rage for two more days, as the battered Japanese invasion fleet retreated. Two of the Japanese cruisers, *Mogami* and *Mikuma*, collided. Marine and Army planes from Midway damaged the two ships further before Navy carrier planes came in to sink the *Mikuma* and leave *Mogami* a floating wreck, barely able to limp back to the Japanese-held island of Truk. The Japanese lost 322 planes.

American losses included the sinking of *Yorktown* on June 6 by a Japanese submarine, after the carrier had been severely crippled by aircraft from the Japanese carrier *Hiryu* two days earlier. *Hammann* was also sunk by the same submarine. As for aircraft, the American fleet lost 150 planes. Of these aircraft, nearly all of the torpedo planes, similar to the one Esders flew, were destroyed. But their mission was not in vain, for by flying in low to attack they drew the Japanese *Zeros* to low altitudes as well, allowing Navy *Dauntless* dive bombers to attack the Japanese carriers against little fighter opposition.

At the Battle of Midway the Japanese navy was handed its first decisive defeat in 350 years. The Japanese advance in the central Pacific was stopped and the danger of another Japanese attack on Hawaii and the threat to the U.S. West Coast ended in smoke and fire. □

McKinley is a writer for All Hands. Mrs. Val Lawrence contributed to this story.

Naval Observatory

Astronomers and mathematicians support the fleet by keeping 'perfect time' with the universe.

Story by JO2(SW) Gary Ross, photos by PH2(AC) Scott M. Allen

Some of the things that come to mind when you think of Washington, D.C., are politics, people, monuments, memorials, people, traffic jams, the *Redskins*, cherry blossoms and more people.

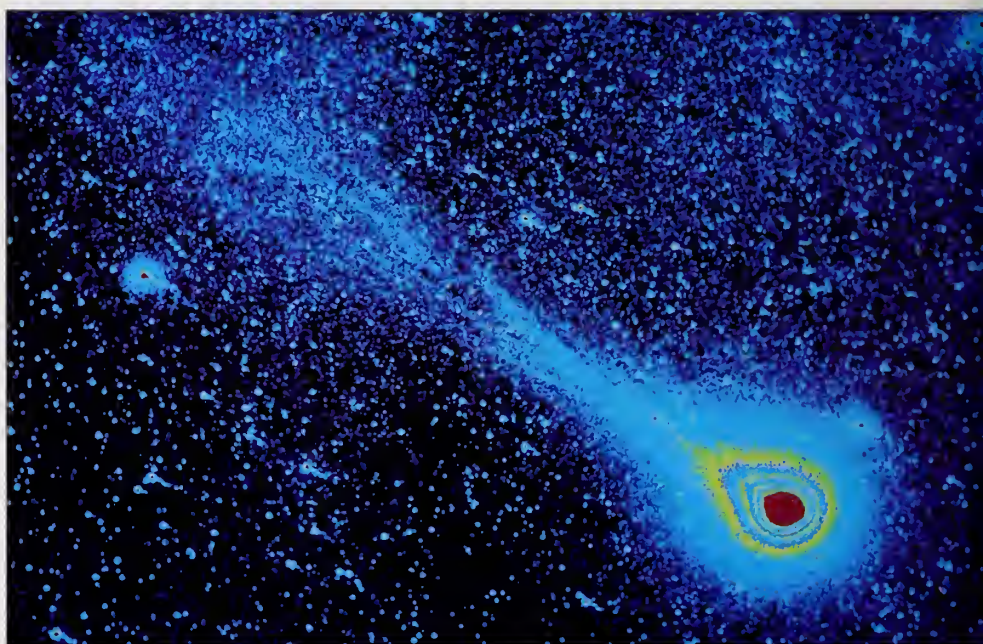
But amid all the crowded hubbub of our nation's capitol, there are *some* quiet corners, and the U.S. Navy has "dropped anchor" in one of the most serene settings in the city.

Nestled in a protected circle along a busy street — Massachusetts Avenue — that is lined with foreign embassies, sits the U.S. Naval Observatory. In the enclosed tranquility astronomers gaze quietly at the stars and mathematicians patiently calculate time to the millisecond.

What does the fleet sailor get out of all of this? Ask the men and women of the Naval Observatory and they'll tell you.

"Try to think back to what it must have been like in the late 1800s, when the only form of navigation was star positions and time," said CAPT Richard A. Anawalt, superintendent of the U.S. Naval Observatory until July of this year. "The observatory really got its start by determining the accuracy of chronometers used aboard ships. Without accurate time, you can't determine where you are. All the information that ships and aircraft use to determine where they are ultimately tracks back to the observatory."

As superintendent of the observa-



tory, Anawalt was the program manager for keeping the precise time for all Department of Defense agencies.

"We do a lot of interfacing with the other services when it comes to timing requirements, because of my title as 'Program Manager for Keeping Precise Time,'" Anawalt said. "And because the Naval Observatory is the reference standard by which all the other services are supposed to base their time requirements, I do have a *big* job."

The title "Naval Observatory" might seem deceiving, when you think that only five Naval officers work there. Besides Anawalt, there's a deputy superintendent, an admin-

istration officer, a public works officer and a comptroller/supply corps officer.

"The observatory is almost exclusively a civilian organization," said Anawalt. "We have 215 civilians with more than 100 of those being astronomers, mathematicians and computer science experts."

Besides making more than 40,000 stellar observations a year, the observatory staff publishes three almanacs: the *Air Almanac*, *Nautical Almanac* and *Astronomical Almanac*, each considered indispensable for accurate navigation and determining star positions.

"The almanacs that we publish



Preceding page: A computer enhanced photograph of Halley's Comet. Left: The main building of the observatory. Below: Looking through the small viewfinder of the 26-inch telescope (which sits atop a Washington hill), gives no clue to its overall size (bottom).



are actually precise predictions of where heavenly bodies *will* be at any given time," said Anawalt. "We then measure our predictions against the actual observations taken, to ensure complete accuracy."

The observatory, laid out in a perfect circle on 72 acres of the most prized real estate in town, is also the official residence of the Vice President of the United States. Before 1974, the beautiful, white Victorian house was, for years, the residence of the Chief of Naval Operations.

And don't think that just because not many people know about the Naval Observatory it goes without notice. Local zoning officials are particularly interested — they want to construct buildings just a little higher than observatory astronomers would like.

In July 1988, the Naval Observatory was victorious against local contractors when the D.C. Zoning Commission voted 3-to-1 against high-rise construction, and lowered the height limit from 50 to 40 feet on all construction within a 120-acre portion of northwest Washington, near the observatory.

Joined in arguing for the height limit by the U.S. Secret Service, which claimed that high-rise construction could expose the Vice President to terrorist attacks, the Navy argued that construction around the observatory grounds would distort observations of the stars.

Astronomers at the observatory

Below: A mathematician studies one of the many computers in the master clock room, where exact time is kept. Right: The 26-inch refracting telescope looks out over the observatory's main building.



use a wide variety of telescopes, some dating back to the late 1800s. The 26-inch refracting telescope, the observatory's largest refractor, is used primarily for observing multiple star systems.

Probably one of the most outstanding events in the history of the big 26-inch telescope was the discovery of the two moons of Mars in 1877. An even bigger telescope, however, is kept at one of the observatory's research activities in Flagstaff, Ariz. That particular telescope is a reflecting telescope — its lens measuring out at 61 inches.

The observatory's 12-inch *Alvan Clark* refracting telescope, which is used mostly for solar observations, was given a "second life" in 1980 after two determined astronomers restored it. This telescope was originally built in 1892.

Keeping track of the stars and keeping accurate track of the time are the two most important jobs at the observatory. The time kept by the mathematicians and astronomers at the observatory is so precise, that clocks at the facility are measured to the nearest millionth of a second, and according to Anawalt, a split second means a lot.

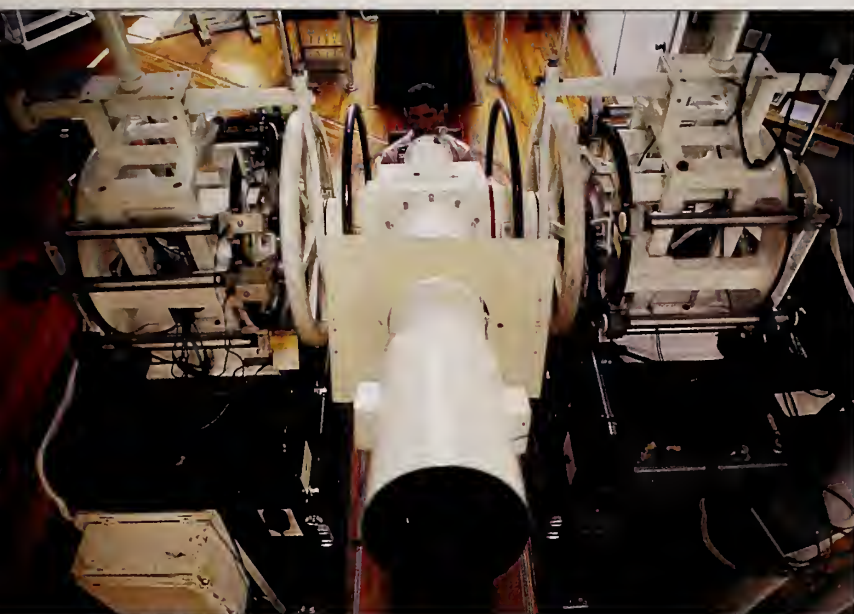
"Last New Year's Eve, we inserted a 'leap second' into our master



clocks," Anawalt said, "to get the clocks in synchronization with the earth's rotation." Anawalt explained that over the past several years, the earth has been almost imperceptibly slowing down in its rotation, and a leap second had to be added to the

clocks to compensate for that.

"It's possible that someday they can take out a second, and that would mean that the earth is speeding up," Anawalt said. "But for now, all the corrections have been made to compensate for the slowing of the



Left: The 12-inch *Alvan Clark* telescope was built in 1892. Below: A stone carving is embedded in the support structure of the 16-inch telescope. Bottom: The astronomy library contains books dating back to the 15th century.



earth's rotational speed." All told, since the 1950s, 24 seconds have been inserted into the observatory's master clock.

Besides the accurate timekeeping and precise stellar observations, the main building of the Naval Observatory houses one of the world's major astronomical libraries. More than 75,000 volumes are on board, some of which date back to the early 15th century.

In the 20th century, though, Anawalt claims that the observatory is well ahead of the world's technological advances.

"We've always been ahead of technology as far as the accuracy of our observations are concerned," Anawalt said. "Experts claim the world's knowledge doubles every seven or eight years. So the further we get into the 20th century, the harder it is to stay ahead of technology. But,

we'll be there. I guarantee it."

So the fleet sailor out at sea, wondering how the navigator gets the ship from one point to the next, can look to the stars — and the nearest timepiece — and thank the astronomers and mathematicians of the U.S. Naval Observatory. □

Ross is a staff writer for All Hands. Allen is a photojournalist for All Hands.

Anchors, ahoy!

Stockless to two-fluke, kedge to Danforth, All Hands explores the world of the anchor.

Story by JO1 Melissa Lefler

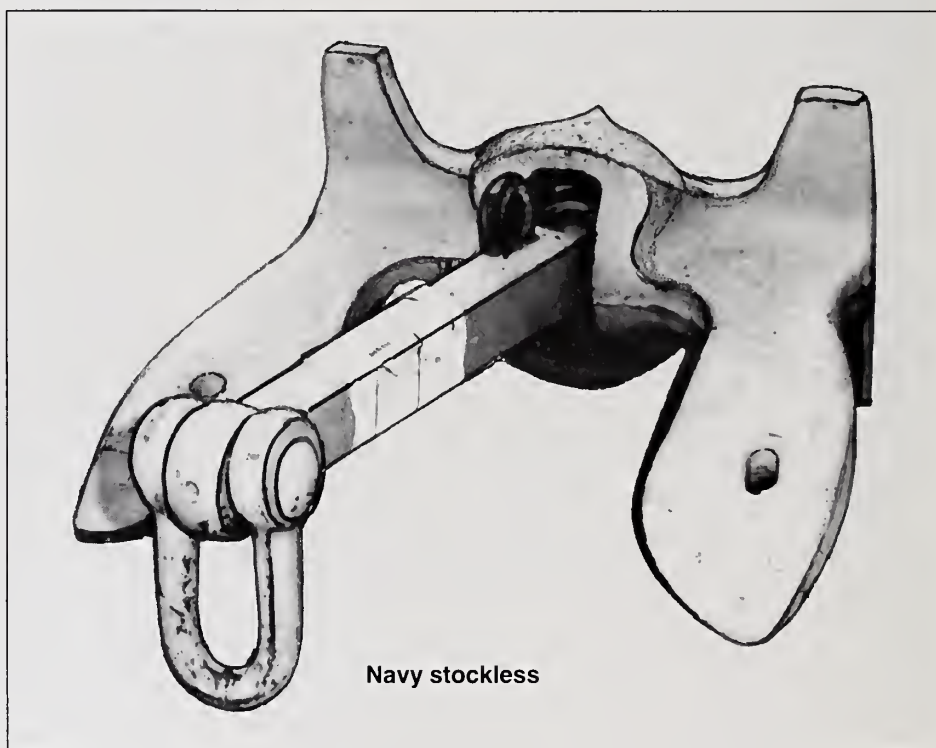
Like gray, steel ghosts from the ships they once belonged to, weathered and pitted by storms at sea and foreign harbors' rocky bottoms, old anchors often find their final resting places on the lawns of Navy barracks, clubs, chow halls and schools.

Where do anchors, which sailors might call the universal symbol of seafaring life, come from?

Making, shipping and installing an anchor aboard a modern Navy ship is a complicated process that may take up to six months, according to George Prentice of Naval Sea Systems Command's Ocean Engineering and Shiphandling Systems Branch, Washington, D.C.

Navy anchors come in all sizes, from four to 60,000 pounds, and are the key part of the ship's mooring system. Many Navy ships have two standard Navy stockless anchors in port and starboard hawsepipes on the bow. Kedge anchors, like the gold emblems on chief petty officers' collars, are obsolete. For example, kedge anchors are found aboard USS *Constitution* in Boston.

The process of building an anchor for a new Navy ship begins with a blueprint. NavSea naval architects design the specifications, which include size, weight, strength and the combination of metals, or metallurgy, which specifies the alloys used.



Navy stockless

These blueprint specifications are sent to the Ships' Parts Control Center in Mechanicsburg, Pa., or to the Defense Industrial Supply Center in Philadelphia, for review. From there, bids are awarded to qualified civilian manufacturers. One such manufacturer is Baldt, Inc., in Chester, Pa., which has supplied anchors and anchor chain to the Navy since 1901.

John Mangan, Baldt vice president for marketing and sales, said his company's portion of the work takes

about 90 days, and that six to eight Navy anchors leave the plant each month.

"We supply all types: standard Navy stockless, snug stowing, two-fluke stockless, lightweight and Danforth," Mangan said. "The anchors and chain are made of a variety of steel alloys, depending on the size and type of anchor."

Anchors are designed to catch and partly burrow into sand, mud, rock or grass sea bottoms and anchor size is determined by chain size. Those

Dropping anchor; the "hook" goes to work.

unfamiliar with anchoring principles often believe the weight of the anchor determines the strength of the hold, but in fact, the chain plays the biggest role.

Anchor chain is shaped into oval links from rolled bar, from three-quarters of an inch in diameter for small anchors, to the four-and-three-quarter-inch diameter chain used on aircraft carriers. Each link of carrier chain weighs about 360 pounds and measures more than two feet. Prentice explained that the largest anchors, like the 60,000-pound carrier anchors, and chain, are now manufactured overseas. Most recently, they have been made in Sweden.

When anchor contracts are awarded to the Baldt company, Baldt forges the anchor shank, shackle and chain at its Chester plant, but sub-contracts to local foundries to cast the anchor flukes and crown.

"The foundry decides what type of mold they need, and we purchase the pattern," Mangan said.

Anchor patterns are carved from solid mahogany, chosen for smoothness and endurance. Each anchor design and size must have its own pattern, each of which will make about 26 anchors.

"The pattern set is a considerable investment, costing up to \$10,000 for a set of eight," Mangan continued.

Prentice, of NavSea, described the anchor casting process.

"You take the wood pattern and make an impression in green sand, which has a different consistency than that you find on the seashore. Green sand contains additives which allow it to hold its shape. The sand is packed around the wooden mold twice, front and back, and you are left with an impression when the mold is removed. Molten steel is poured into that impression."

To forge the shackle and shank,



U S Navy photo

Prentice said, "you take a big chunk of metal and pound away on it until it looks like you want it to — about 20 feet long and eight inches wide."

Baldt workers assemble the flukes, shackle, shank and crown. Then quality control supervisors repeatedly inspect and stress-test each anchor and chain.

"We do 'nondestructive' testing, which applies stress to the anchor system. If the anchor and chain are properly made, this will not break it," Mangan said. "For one thing, we drop-test the anchors onto the plant floor from about twelve feet up. You can imagine the indescribably loud noise. The whole factory reverberates for a while."

Photographs of the chain's inner composition are made, using sonar

and magnetic particle testing, to determine link "tensility"—or toughness.

And there is no repair. "If a link of the chain doesn't pass the test, it is scrapped and we start over," Mangan said. "Most times we exceed government specifications."

When made to government specifications like the Navy's, nondestructive testing must be done on every link of the anchor chain.

"It's a tedious process. Commercial standards only require us to test every tenth link, so for commercial orders, we can test about 24 shots of chain per day. For the Navy, testing those 24 shots of chain takes six days. Naturally, that drives up the price."

The price? About \$90,000 for one

60,000-pound aircraft carrier anchor, at Prentice's estimate of about \$1.50 per pound.

An average length of chain accompanying most anchors is about 10 ½ to 12 shots, or about 1,000 feet, Mangan said. At Prentice's price quote of 38 to 50 cents per pound for 500,000 pounds of aircraft carrier chain, about \$8,000 for connecting links and swivels, and \$180,000 for both anchors, the final bill for the complete anchor system approaches half a million dollars.

"On smaller ships, such as the *Ticonderoga*-class cruiser, with two 9,000-pound anchors, the mooring system will cost about \$165,000," Mangan said. Many submarines carry one anchor of a more costly alloy — high tensile steel — beneath

Anchor man

*Engineer invents a better anchor—
and the Navy beats a path to his door.*

Story and photo by JO1 David Masci

In a modest 8-foot cubicle overlooking the Pacific, the Navy's resident expert on anchors takes phone calls from all over the world.

Robert Taylor, a 45-year old project engineer at the Navy Civil Engineering Laboratory in Port Hueneme, Calif., holds five anchor-related patents and has designed the Navy's strongest anchor, the Nav-Moor. But, Taylor says he never intended to become an expert on anything underwater.

"My dream was to become a test pilot," said the Navy's expert on anchors. "I took engineering in college so I could be in a better position to go

through Air Force flight school."

After a basketball injury ended that dream, Taylor continued his graduate studies at the University of Rhode Island. His professor there nominated him for an Ocean Engineering Fellowship.

From there, Taylor was lured to the Navy by its "Man in the Sea" program. An avid scuba diver, he first arrived in Port Hueneme in 1966.

Since its creation to develop equipment for the Seabees during World War II, the California laboratory has grown into the Navy's research center for civil engineering,

employing 440 civilian technicians.

Taylor has designed and researched hundreds of projects, including a precise navigation buoy used in mine warfare and an open-ocean floating breakwater. But it's his research in the area of fleet moorings that makes him the one to call if you have anchor problems.

With colleagues Phil Babineau and Jerry Duffy, Taylor spent four years testing the performance of Navy and commercial anchors on different types of seabeds off the coasts of California, Guam and Washington state.

"It's the largest body of anchor test data anywhere, and it's really the only good quality data available," Taylor said. "It allowed us to predict the performance of anchors."

"We found most of the claims for commercial anchors were exaggerated. As a result, some products were improved because we could tell them why they didn't work. Just about the time we thought we had all the Navy's problems solved, the maximum holding requirements ex-

the hull. At \$4 to \$5 per pound for the anchor, the mooring system for certain SSBN-class subs could run about \$50,000.

Moving this much weight and bulk from the factory to the shipyard takes huge cranes. "It's more than you want to carry home in a Volkswagen," Mangan joked. Anchors and chain can be sent to the shipyards by rail car, truck or ocean barge, he added.

Chain is shipped in coils of 90-foot shot, and large anchors must be partially disassembled for shipping.

After additional stress tests by shipyard inspectors, shipfitters install the anchor during one of the final phases of ship construction.

"You put your detachable links on so your chain is one continuous

length. Then hook the chain to the end of the anchor, pass the other end of the chain up the hawsepipe, hook it around the wildcat and start the motor to bring it up," Prentice said.

Despite the electronic microchip technology takeover in almost every facet of seagoing navigation and warfare, the forecandle of most Navy ships, where the anchors and chain are stowed, remains one of the last havens of traditional seafaring skills. It is an inherently dangerous area as well.

During sea and anchor detail on the forecandle, the boatswain's mates wear hard hats, and some must wear life jackets, too.

"If any link of the chain breaks, there can be a whipping effect where the chain literally twists around and

flings itself like a string," Mangan said. "That's when you want to head out of there in a hurry."

Spare anchors and chain are warehoused in large Navy ports around the world, like Norfolk, Oakland, Calif., and San Diego. Mechanical failures and heavy weather may cause anchor loss or damage, and land-based spares can replace it.

Navy divers recover about 90 percent of the anchors lost at sea, Prentice said. But a few will remain on the ocean bottom, home to algae colonies and barnacles. But whether host to school kids or schools of fish, old anchors guard their sea stories silently. □

Lefler is assigned to NIRA Det. 4, Norfolk.



Robert Taylor

panded from 300,000 to 500,000 pounds in major storm conditions. That's where the NavMoor came from," Taylor said.

"Now we can use two smaller anchors to satisfy larger requirements," Taylor said. "The other ad-

vantage is that it works equally well in mud, hard soil and sand."

The new design also translates into millions of dollars in potential savings for the Navy. Because most of the NavMoor is cast, not welded, the anchor can be manufactured for about one dollar per pound less than conventional anchors.

Each one of the Navy's 300 fleet mooring buoys is anchored by three to six anchors, each weighing 10,000 or 15,000 pounds. Taylor could be awarded up to \$35,000 for his money-saving design.

In addition to fleet moorings, the NavMoors will also be used on ARE- and ATS-type salvage ships and by amphibious Seabee units. So far, they've caught on after testing. "The commanding officer of USS *Safeguard* (ARS 50) wouldn't give the 6,000-pound prototypes back," Taylor said. "The CO told us, 'I'm going to WestPac, and I want to have these things on board.' Two years later, he's still got them."

Taylor has traveled the world test-

ing and troubleshooting the Navy's use of mooring technology. "I enjoy going places and solving problems," he said. "It's a real break, working with the Navy at sea. It's different from research in that the results are immediate. In the fleet, there are immediate problems, and it's rewarding to solve them."

Taylor said he receives three or four calls about anchors in an average week, and he spends 15 percent of his time responding to the fleet's problems.

After finishing some technical aspects of the NavMoor project, Taylor will return to his old job, soils research, and his two passions: backpacking and coaching soccer.

Taylor said he enjoys getting away and forgetting about work for a while, but he knows the fleet needs him. And they know he's the man to call when they have a Navy anchoring problem. □

Masci is assigned to NIRA Det. 5, San Diego

The Navy seal is one of four that adorn this gate of Arlington Cemetery — the resting place of our nation's heroes.



Arlington Cemetery

A national shrine dedicated to America's heroes.

Story and photos by PH1 Chuck Mussi

Walking the footpaths around Arlington National Cemetery can be a solemn journey. One cannot help but be moved by the visual impact of row upon row of military tombstones that seem to stretch as far as the eye can see.

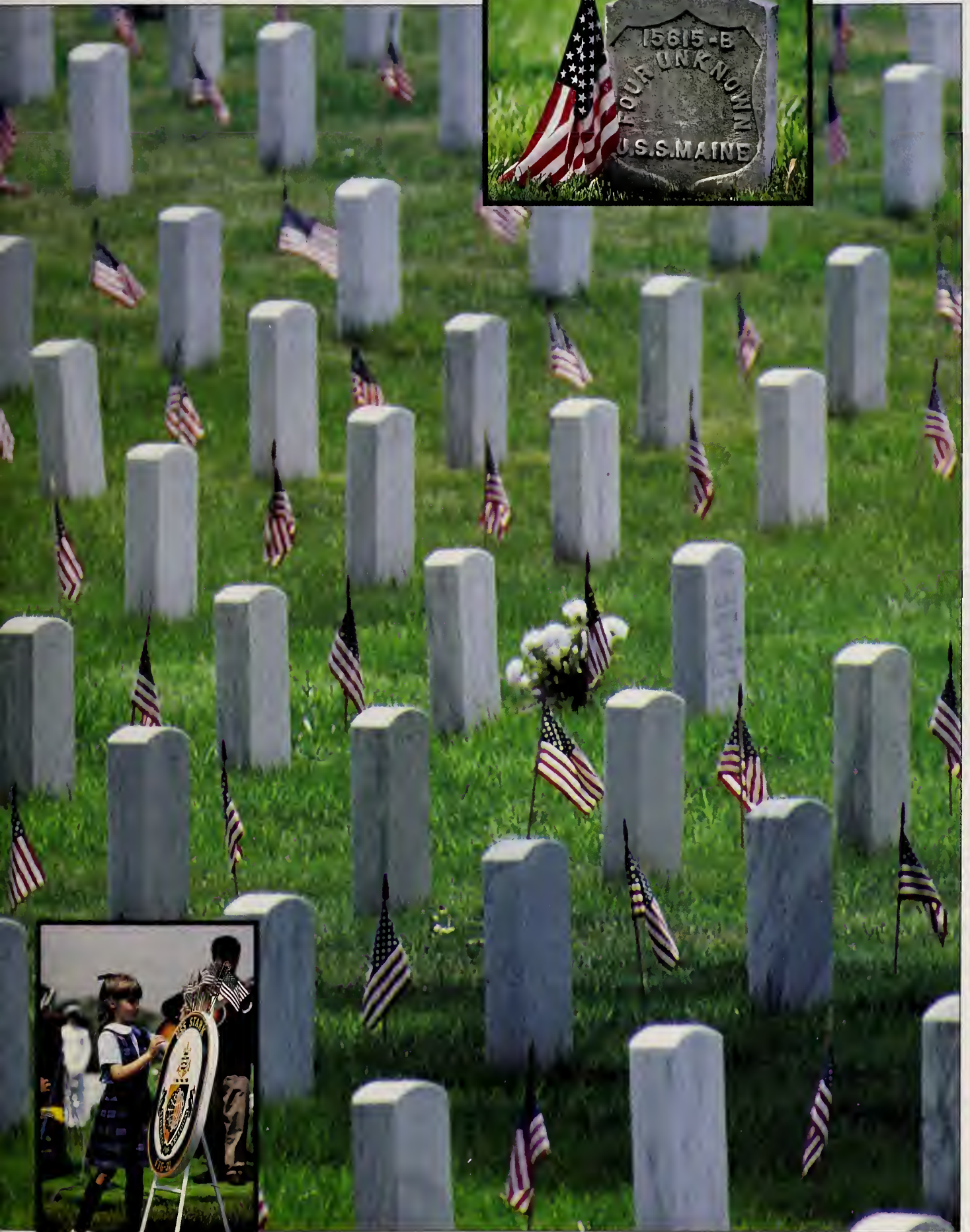
Knowing that those markers represent men and women who paid the ultimate price to serve their country leaves with the visitor a new sense of the word "patriotism."

To step off the footpath — to walk *among* the rows — is like opening a book on American history. Buried at Arlington are veterans from every war the United States has fought — including a few officers from the American Revolution.

A fleet admiral is laid to rest next to a seaman apprentice. "Billy Yank" lies next to "Johnnie Reb." Hallowed by the deeds of so many, over decades and centuries, the fields of the dead seem to take on a living presence.

It is a presence that reaches out to remind the visitor, as well as those who work nearby in the Pentagon, in the Capitol, and in the White House, of the timeless service-





Two of the most frequently visited sites at Arlington are the Tomb of the Unknowns and President John F. Kennedy's grave. Covering more than 600 acres, Arlington is well tended by the cemetery staff.



man's tradition of "duty, honor, and country."

Arlington officially became a military cemetery in 1864, and up until 1967, all honorably discharged veterans could be buried at the cemetery.

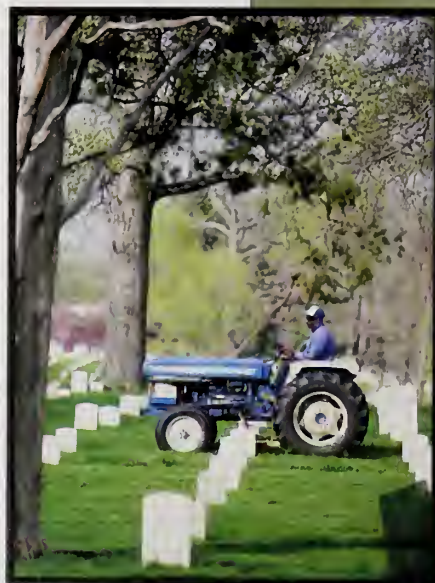
Today, space in the cemetery is available for honorably discharged veterans who received the Medal of Honor, Navy Cross, Distinguished Service Cross, Distinguished Service Medal, Silver Star or Purple Heart, and certain other veterans.

Arlington is the final resting place of such notable Navy veterans as CDR Francis "Dick" Scobee, one of the seven astronauts killed during the explosion of the space shuttle *Challenger*, some 400 sailors from USS *Maine* and President John F. Kennedy, a Navy veteran of PT-109 fame.

After Kennedy's burial in 1963, Arlington's visitation grew dramatically. The number of annual visitors increased from approximately 250,000 to over 4 million in 1986. The most frequently visited sites in the cemetery are the Tomb of the Unknowns, President Kennedy's gravesite, historic Arlington house and the beautiful Robert E. Lee memorial.

Whether a visit takes you in a crowd to one of the world-famous sites or alone, to a remote and quiet corner of the graveyard, there is a presence about Arlington National Cemetery — a presence that has stood the test of time and marks it as the nation's most famous shrine to its greatest patriots. □

Mussi is a photojournalist for All Hands.





Fleet training assessment program

Righting training wrongs

FleTAP's expert analysts coordinate an effort to make sure Navy training is doing what it's supposed to do. That effort begins in Millington, Tenn., and improves the training received by sailors around the world.

Story by JO1 Neil R. Guillebeau



Above: The intricacies of ships' weapons systems are explained. Right: Sailors wearing fire protection suits practice extinguishing fires.

"Give me 200 feet of flight line and 20 gallons of prop wash," said the newly reported airman.

"To go?" asked the supply clerk, holding back a smirk. "Do you have a chit?"

"Chit?" replied the airman. "What's that?"

The sympathetic SK explained all about chits, then said flight line and prop wash weren't available in the supply system.

Old jokes about flight line and prop wash aside, the point is, the airman wasn't trained to deal with the Navy supply system, or he wouldn't have tried to draw supplies without the necessary paper work. Far-fetched?

"Not really," said LCDR Bob Frech. "There are many tasks in the fleet that seem simple, but to the

uninformed or improperly trained sailor, the tasks can seem foreign."

Frech said that the Navy's answer to training deficiencies is the Fleet Training Assessment Program. FleTAP investigates reported training deficiencies, identifies problems and helps find solutions. Frech oversees FleTAP from the headquarters of Naval Technical Training Command, Naval Air Station Memphis, Millington, Tenn.

FleTAP is composed of two independent, mutually supportive teams: the Fleet Training Assessment Programs Atlantic and Pacific. LanTAP and PacTAP get reports on a wide range of training deficiencies. In 1987, sailors reported such things as inadequate security training on automatic data processing systems, lack of underwater welding training



Photo by JO1 Neil R. Guillebeau

and the need for training aviation officers in non-aviation weapons systems.

But what happens when a deficiency gets reported? One of PacTAP's first cases after its establishment in April, 1984, addressed the high attrition rate in the air intercept controller course taught at a school in San Diego. That case was given a case number — P84-035 — and assigned to a training assessment officer for tracking.

The officer asked the Navy Science Assistance Program to conduct a survey and make recommendations. The survey revealed that success in the course depended heavily on previous experience and completion of the pre-course workbook.

Based on these findings, the school offering the air intercept controller course began requiring more strict compliance with class prerequisites and granted fewer waivers. Student failures dropped from one in four

when the report was made to PacTAP in 1984 to one in six in 1985. After such a dramatic reduction in the attrition rate, the case was closed in December, 1985.

FleTAP uses a four-step approach to fix training deficiencies. First the problem is identified. Next, the deficiency is validated — determining that it is actually a training deficiency and not some other problem. Third, a plan of action is made to correct the problem, and finally the correction of the deficiency is verified. After verification, the case is closed.

"This is an extremely positive program," said CDR Richard Silvers, former assistant chief of staff for training assessment at Commander Training Command, U.S. Pacific Fleet. ComTraPac works closely with FleTAP for the Pacific Fleet Commander in Chief. "All people have to do is let us know there is a problem — that's it. We do the re-

porting and the tracking."

Silvers said the program doesn't burden the reporting command. "They have no additional requirements, and we'll report back to them on every level of tracking so they can keep up with what's happening."

Frech said he encourages all people with knowledge of training deficiencies to report them to LanTAP or PacTAP. "Leading petty officers, division chiefs, division officers and department heads are in excellent positions to identify these deficiencies. And I strongly encourage people *not* in leadership positions who notice training deficiencies to report them to their chain of command so they can pass them along to us for validation. It's an all-hands effort."

In addition to reports from the fleet, there are other ways to identify training problems. Training assessment staffs generate approximately 60 percent of FleTAP's cases by reviewing cruise reports, situation re-



Classes are taught on fire control methods and equipment. The effectiveness of all Navy training may be reviewed by FleTAP specialists who can make recommendations that will benefit the entire fleet.

ports, maintenance training requirement reviews, articles in Navy publications and other sources.

By identifying training deficiencies and correcting them, Frech said the training community increases mission readiness, improves safety, and becomes more effective and efficient.

The training deficiencies identified by the fleet are authentic for the most part, according to Silvers. "The validation rate is more than 90 percent," he said.

Once a case is validated, it's followed through to a carefully documented conclusion, Silvers said. "We don't close a case or drop an issue until we go to some independent third party who's not related to fixing the problem. That party verifies that the problem has actually been fixed in the fleet and that the training requirements are being met."

This independent verification is what sets FleTAP apart from pre-

vious training assessment attempts. "We are not interested in a quick fix," said Silvers. "Being an independent agency, we can take a good, hard look and control the problem."

Frech said FleTAP's biggest handicap is lack of program visibility in the fleet. That, however, is changing. In 1985 FleTAP opened 57 cases and closed 55, but in 1986, they opened 112 cases and closed 100. The percentage of cases that originated from fleet reports more than doubled.

"And 1987 was an even better year," said Frech. Last year, FleTAP opened 169 cases, a 59 percent increase over 1986. "We have the capability of handling more reports, and we want all hands to be a part of the identification process."

Approximately 56 percent of FleTAP cases concern the surface warfare community. "However, we recognize that other communities have training-related problems, and we only need to be told of them," Silvers said. "We're not just here for the surface units. We're here for all units — aviation, submarines, special forces and shore units. We want to get involved in these communities as well."

Frech said with the rapid advance of today's systems, it isn't always easy to keep pace in the training arena. Speaking to fleet sailors everywhere, Frech said, "Your reports are a way for us to critique the Navy's training mission and offer suggestions so we can have the best-trained sailors and technicians. Pass the word — we're an action organization, and your suggestions won't get lost in the paper shuffle." □

Make a call

It's easy to report a training deficiency. Pacific Fleet sailors can call PacTAP at Autovon 524-6271, or commercial (619) 524-6271. Atlantic Fleet sailors can call LanTAP at Autovon 564-5854 or commercial (804) 444-5854. Reserve unit personnel can report training deficiencies to LCDR Mattox at Autovon 363-1994 or commercial (504) 948-1994. □

Guillebeau is assigned to the PAO, NTTC, Millington, Tenn. JOC Patricia E. Neal, PAO, NTC San Diego contributed to this story.

To cap it all off . . .

*A fond look at a Navy trademark —
uses (and abuses) of the 'dixie cup.'*

Story by JOSA Marke M. Hensgen

It can be squared, rolled, crushed, fitted with "gull wings" or simply worn as it comes from small stores. It can be used as a flotation device or a sun shield or even, some claim, as a dog food dish. With its many shapes and uses, it may be the most versatile article of clothing a Navy enlisted man wears.

According to Naval Historian, John Reilly, "The 'dixie cup'-style hat has appeared and reappeared in the Navy as part of the uniform since it was first written into the uniform regulations of 1886."

That year, the white canvas hat became the replacement for the straw hat previously worn during the warm weather months. The Navy needed a practical summer hat that

was easy to clean and stow, cheap to manufacture and comfortable to wear. During the winter, sailors continued to wear a flat, black hat.

Current Navy uniform regulations say the hat must be worn "with the lower front edge approximately one-half inch above the eyebrows and not crushed or bent in the middle." That leaves a lot of possibilities.



Changing times — the 1970s

By reshaping the white hat or "dixie cup" to suit their personal style, enlisted sailors have been able, for more than 100 years, to express some measure of individuality in a uniform world.

Uniform regulations may technically forbid such stylistic reshaping, but few sailors can resist.

"When I first put the white hat

on, it felt like a bowl sitting on top of my head," said Data Processor 1st Class Eddie Hawes of Navy Headquarters Information Center, Washington, D.C. "I thought, 'There must be something I could do to change it.' The way I put crimps in it made it different from anyone else's."

The tradition of personalizing the white hat hasn't changed much in more than 25 years, according to Master Chief Petty Officer of the Navy, Avionics Technician Master Chief (AW) Duane R. Bushey. "The white hat is like putty — you can mold different characters out of it," he said. "I wanted my hat to be completely round. I wanted it to droop a bit, so I'd roll it down halfway to loosen it up."

Master Chief Hospital Corpsman Jerry Robinson, Command Master Chief at Bethesda Naval Medical Center, recalled how he wore his white hat. "I rolled the top quarter edge. It would flare out and have a flat edge to it. It took a lot of time and care to keep it that way."

Most sailors usually find it hard work to get their white hats just ex-

Photo by Bob Carlsie

By reshaping the 'dixie cup' to suit their personal style, sailors have been able, for more than 100 years, to express some measure of their individuality in a uniform world.

actly the way they like them.

"Although I have six hats, I only wear the one I've been working on," said Yeoman 2nd Class Jerry Bradley, a Vice Chief of Naval Operations staff yeoman in Washington, D.C. "It's softened up and fits better," he said. "I get attached to one hat at a time."

There may be many different ways to wear a white hat, but there are just as many different nicknames — "squid lid," "dog dish" and "Mason jar top" — these and many other terms have been handed down over the decades. Aviation Electronics Technician Airman Apprentice Doug Paige of Naval Air Station Oceana, Va., remembers why his white hat was called a "dog dish."

"When I was in 'A' school, every time I went to the EM club I had to watch out for Marines. They would steal any sailor's white hat — said they used it as a dish to feed their mascot," said Paige. "I had to buy nine hats while I was there!"

But despite the unflattering nicknames and occasional abuse, the white hat has gained high status over the generations — it has become a symbol of the Navy. The dixie cup is so recognizable that Hollywood uses it as a prop in movie scenes shot in train stations, bus stations and airports.

"The Navy's white hat is much more easily identified than other military uniforms," said CAPT Michael Sherman, Director of Navy Office of Information, Los Angeles,



The "gullwings" of yesteryear.

noting that sailors are synonymous with travel and white hats are synonymous with sailors. "People expect to see them in areas of transit," he said.

The dixie cup has been so reliable that it was phased out only once this century. July 1, 1973, marked the beginning of some major Navy uniform changes. The results of a Navy-wide study, begun in December 1970, indicated that most sailors wanted a change in their uniforms. The white hat was given up for lost when it was replaced by a CPO-type hat known as a "combination cover."

But the combination hat was never completely accepted by personnel E-6 and below. Yeoman 1st Class Pete Martinez, currently as-

signed to the Assistant Secretary for Organizational Matters and Administrative Services, Washington, D.C., remembers when he joined the Navy in 1975 and the mixed feelings he had about not wearing the white hat.

"I had always pictured the typical sailor looking like the poster that had the old 'salty' sailor on it. The white hat looked sharp," said Martinez. "I didn't like it when I was issued the combo cover."

The MCPON remembers that ambiguity. "Most sailors wanted a uniform change," added Bushey, "and I felt that way too, but I also felt awkward wearing the combination cover as an E-6. The novelty of it wore off in two or three months — I missed my white hat."

Everybody missed it. According to Robinson, "The public probably had a harder time accepting the change than the sailors. They were used to seeing the sailor on a 'Cracker Jack' box."

There was another problem. Ships weren't prepared to provide enough storage space for the combination covers. "The only extra space the Navy added for the new uniforms were a few peacoat lockers they installed on board ships," said Robinson. "One of the 'gifts' sailors E-6 and below had was the extra space they had when they were wearing white hats and 'cracker jack' uniforms. I could probably store half a dozen or so white hats to every one combination cover."

Bushey agreed. "It's much harder to store a combination cover than it is to store the white hat. The combination cover gets crunched or flattened out," he said, "but the white hat never loses its shape."

There are public relations advantages to the dixie cup, too. "After the white hats were phased back in," recalled Bushey, who was a chief at the time, "I was standing in the San Francisco airport, in uniform. A civilian approached me and said, 'I just

want to tell you how sharp the sailors look today.' He had watched the transition from the white hats to the combination covers and back again and was glad to see a sailor 'look like a sailor, again.'"

Everyone agrees that white hats look sharp; the question — today, as it has been for decades — is how to keep them that way.

Keeping the white hat white is important to sailors. The tricks sailors use to clean their dixie cups are as individual and varied as the shape of the hat.

"If my hats get minor stains," said Bradley, "I soak them in bleach and run a toothbrush over the spots. You're supposed to brush with the grain so the hat doesn't fray. Then I throw them in the washing machine with my whites and put them in the dryer."

A sailor checks his dixie cup to ensure it's "just right."

It wasn't always that easy to clean the white hat. Sailors in boot camp in the '60s learned a different technique to keep their dixie cups in "sat" condition for inspection.

Bushey recalled, "I went to boot camp in San Diego in 1962. We would really scrub hard with a scrub brush, a toothbrush and Wisk to get the ring out of the inside. Then, we would attach a 'tie-tie' to the tag. Once attached, we would dip the hats in the toilet and flush." (A tie-tie is a piece of cord with metal tabs on each end that the Navy issued to sailors to hang their laundry).

But if cleaning efforts required by the white hats are high, at least replacement costs are low. If a captain's hat and a sailor's white hat are both blown overboard, the captain has to pay over \$40 to replace his hat, while the sailor is back in business for \$2.60.

Approximately 140,000 white hats are made each month for the De-

fense Personnel Support Center. The hats are then stored in defense depots in Mechanicsburg, Pa.; Memphis, Tenn.; Ogden, Utah and Tracy, Calif. The hats remain in the depots until DPSC distributes them to uniform shops throughout the Navy.

It may surprise some to learn that such an American symbol as the Navy white hat isn't made in the United States. Mayaguez, Puerto Rico, is the home of Proper International, Inc., the company that has been making white hats for DPSC for the last 10 years.

Seventy-five rows of stitching keep the brim of the dixie cup stiff. The brims are made on an automatic brim stitcher and the crown is put together on a sewing machine. When the two parts are completed they are stitched together using the sewing machine. The three-part operation takes about seven and a half minutes.

Something assembled so quickly nonetheless has proven to be very durable in popularity.

The white hat has remained a popular item with the civilian public. "I constantly get requests for white hats because they are unique to the U.S. Navy," said Bradley. "Some people even steal them out of my car."

"Traditionally, the white hat means a lot," said Bushey. "When the ship left the pier, we used to roll our hats and throw them to our girlfriends or wives. It was our way of leaving a part of ourselves behind."

Whether squared, rolled or worn with a stiff brim, the white hat gives American sailors their special individuality worldwide. "To me," Bradley said, "the white hat is a symbol of the Navy and it's always going to be." □

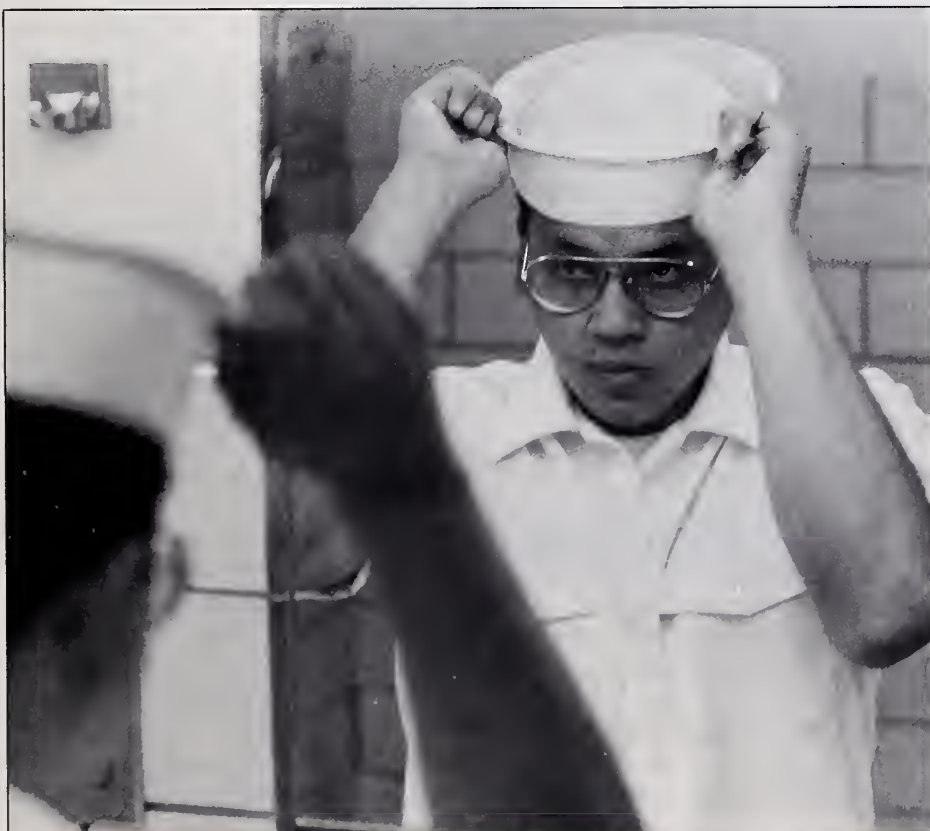


Photo by JCSN Oscar Soza

Hensgen is assigned to Chief, Office of Information, Washington, D.C.

A veteran's veteran

Cruising Vietnam's notorious Mekong River meant trouble. But this BM1 was used to trouble—and he left as one of the war's most decorated heroes.

Story by JOC Robin Barnette, photos by PH2 (AC) Scott M. Allen

It's a steamy July morning in 1966. Boatswain's Mate 1st Class J. Elliott Williams guides river patrol boat 104 carefully through the waters of the Mekong River. He and his crew are providing cover for a second PBR which is scouting a suspicious sampan, about 250 yards ahead.

Another sampan is sighted on radar, 200 yards away and heading for the river bank. Williams hits the throttle to give chase.

Within 15 yards of the enemy craft, Williams slows his boat and switches on a searchlight. A burst of gunfire immediately rakes his boat, so he guns the throttle and makes a quick turn at the same time. The wake rocks the sampan and throws off the enemy's aim.

While Williams maneuvers the PBR across the water, twisting and turning to present a poor target, his crew returns fire. Surviving crewmen on the sampan soon jump into the water and escape into the jungle.

Neither PBR 104 nor its crew are

hit by enemy bullets, in spite of Williams' close approach to the sampan.

Williams and his men tow the enemy craft back to My Tho. The captured boat gives intelligence officers valuable information about local Viet Cong sympathizers, lists

of communist party members and VC "tax collectors." (The tax collectors terrorize South Vietnamese villagers, taking money and supplies to support the Viet Cong.)

Williams is cited for his expert boat handling and shrewd use of speed, as well as his courage in facing the enemy. He is awarded the Bronze Star Medal. From the Republic of South Vietnam he receives the Cross of Gallantry.

The action was one of many that Williams was involved in during his one-year tour in Vietnam. A recipient of the Medal of Honor, Williams is one of the most decorated sailors from the Vietnam era, earning approximately two dozen medals and awards, including the Navy Cross and two Purple Hearts.

Today, the 58-year-old Williams talks frankly about Vietnam. He doesn't focus on his own achievements, preferring to emphasize the efforts of other men. His southern accent softens the speech of this South Carolinian and he "tears up



J. Elliott Williams

the King's English," as he puts it, but Williams minces no words.

"These men, they wasn't no dumb-bunnies," he said. "They had a lot of common sense, and they worked *hard* at what they were doin'. And that was at a time when they were sayin' that ever'body was crazy and dopeheads, and in Vietnam in partic'lar, which just wasn't true.

"We didn't have *one* case in the whole River Section 531 or River Division 53, not any problems with liquor, any types of narcotics or anything. These were the same kids they were saying weren't no good. The young people that I got, they were throwaways, they were rejects. Their commanding officers wanted to get rid of them and they turned out to be the greatest young men in this country."

* * *

Some men volunteered for the river boat patrols, as Williams did, but many on the boat crews did not. The non-volunteer make-up of the crews presented a real challenge to Williams as a patrol officer, who needed to pull together a close-knit team if they were to survive in the Delta.

The PBRs usually operated in pairs, each boat with a four-man crew. The patrol officer was the fifth man on one boat. The ratings of the crewmen varied. In addition to boatswain's mates, enginemen and gunner's mates, radarmen, signalmen and even radiomen could be found on river patrol.

"Every man on that boat was interchangeable," said Williams. "Every man on there could set the rack on a diesel engine — have you ever heard of a boatswain's mate setting the damn rack on a diesel engine? But we all had to learn how to do it, 'cause you didn't know when something might happen.

"They all had to be qualified gunners. You didn't know where you might be — on the twin .50s up for-

ward when we come under attack, or you might be on the grenade launcher or the single .50 aft. It's a proven fact that you take a squad of men—say you've got 25 men, and they come under fire—you're lucky if five of them men will fire. I don't think it's cowardice, it's that they're stunned. It takes awhile for these people to come around and to learn that they got to shoot or die. Well, these PBR sailors . . . pulled together in one unit and they all thought alike."

According to Williams, the river patrols worked seven days a week, averaging 15 hours a day. If they were lucky, they got one day off a month, although he said there was an effort to make it one day off every two weeks when he left Vietnam in 1967. During most of his tour, his men lived under the stars, although later the Navy rented a motel for them in My Tho. They often were short of C-Rations.

"These boys were just so proud," Williams said. "That's the whole key. They didn't mind putting up with suffering. We went many days hungry. We went over into the jungle several times to kill a water buffalo. And that's the *awfullest* smellin' stuff! But when we were out operatin' we had no back-up, we were on our own."

It was a struggle to live. The men were always on the edge of combat when on patrol and coping with primitive living conditions when off duty. The PBR crews developed the sense of identity necessary for teamwork and survival.

"Another remarkable thing — they got hit harder later, that's true — but the first units that were put in, 531 at that time, in a year and four days we lost only one man," he said. "And I'm not trying to brag or anything, but we accounted for some 1,400 kills, and 180 captured. You could not have done that without teamwork."

"In a year and four days, we lost only one man. I'm not trying to brag, but we accounted for some 1,400 kills and 180 captured. You could not have done that without teamwork."

"I didn't have to tell the cover boat what to do when we were hittin' hard fire fights. Instantly, they *knew* what you were goin' to do and acted accordingly," he continued. He described an incident when one of his PBRs was captured in an ambush.

"It was about a mile and a half from an Army base near the Cambodian line, and we were told over the radio, 'Forget it, there's nothin' you can do. Get out of there.'" Williams was about half a mile from the captured boat and one of his boat captains seven miles distant as they talked about the situation. "He said to me, 'Elliott, do I know your intentions?' I said, 'Yeah.' That's all I had to say. So he come a flyin' and I went flyin'. We went in there . . . and blasted the hell out of 'em. We got our boat and crew back and diddy-bopped out.

"Now they give me a damn medal, but they would have given me a court-martial if somebody had got killed. But that's the risk you took sometimes. Even the Navy has never found a way — they can't argue with success. But God help you if you're not successful."

Veteran's veteran

"The first ship I drew, I was the most disappointed man in the world. I wanted to join the Navy and see the world, and I got orders to an LST that just sat around a buoy in San Diego harbor."

Williams is candid about the Navy. He's one of the Navy's biggest supporters, but doesn't pretend it's perfect. "I was proud of the Navy," he said. "I still am. That don't mean I ain't got some heartaches with it." In spite of the heartaches, Williams serves as the director of the Congressional Medal of Honor Society and regularly gives talks to community groups about the Navy.

Williams doesn't always use correct grammar, but his speech is deceptively simple. It's a mistake to think he's unintelligent or uneducated. He joined the Navy before graduating from high school, but got his high school equivalency certificate. Later, he earned his law degree from La Salle College. Williams retired from the U.S. Marshal's Service as a GS-18. In addition to his work with the Medal of Honor Society, he is on the board of directors for the state-owned Naval and Maritime Museum in Charleston, S.C., and is a waste management consultant. He's come a long way since his early days in South Carolina.

He was born June 13, 1930. His childhood in Darlington was not the happiest. "I had a little trouble, but I'm not ashamed to talk about it," Williams said. "I always had wandering feet — I ran away from home a lot. They'd catch me sooner or later, one time with the circus and another time workin' on a farm pickin' tomatoes."

When Williams was 11 years old, his father placed him in the South Carolina Industrial School for Boys. The school was tough, being a sort of reform school, but Williams got better treatment than the norm. "I was good in sports and ended up being captain of the boxing team. I won three state Golden Gloves championships. And I was a good baseball player, so they wasn't that tough on me." Williams also participated in football, basketball, tennis and track.

He learned self-reliance early. "I liked adventure, I liked goin' somewhere, I liked huntin'," he said. "Hell, at 12 years old I'd take off and camp in the woods by myself for two weeks. But I was busy. I was trappin' rabbits, cookin' my own food. I enjoyed that outdoor life."

When he was 16, Williams decided to join the Navy with six of his friends, convincing the county clerk to alter his birth certificate to qualify.

* * *

"The first ship I drew, I was the most disappointed man in the world," Williams said. "I wanted to join the Navy and see the world, and I got orders to an LST [landing ship tank] that just sat around a buoy in San Diego harbor." He was set on getting out of the Navy and going back home to South Carolina. He'd married his childhood sweetheart, Elaine, three months before his enlistment was up, and in fact, had al-

ready signed the discharge papers. He was to be paid off and discharged on a Tuesday morning, but his plans suddenly changed.

"Monday afternoon a message come through freezin' ever'body in the Navy for Korea," Williams said. Rather than stay aboard the LST, he "shipped" in 1950 for six more years and duty aboard a ship homeported in Charleston. His 20-year Naval career was rolling.

From 1950 through 1963 Williams served on USS *Douglas H. Fox* (DD 779), USS *Thomaston* (LSD 28), USS *Direct* (MSO 430), and USS *Little Rock* (CLG 4), with two shore tours at Naval Base, Charleston, and McGuire Air Force Base, N.J. He attended several Navy schools. On *Little Rock* he was injured when a cable broke, snapping like a whip. "It wrapped around my body and threw me about a 100 yards out in the ocean, but it didn't cut," he said. Still, he spent 40 days in the hospital. When released, he had a new duty assignment.

"I got me orders to USS *Chukawan*," Williams said. A BM2 at the time, Williams worked with a chief boatswain's mate on *Chukawan* (AO 100) who taught him a lot about hard work and leadership. "The ship was the most seroungiest rust bucket that I've ever seen in the Navy. Me and the bosun caught hell, but we cleaned it up and it won the 'E' the next two years. We were proud of that."

Williams was also able to pull the crew together as a team. "It was the bosun's idea that we got to find some way to make these people proud of themselves," he said. And Williams had a plan: he helped the crew make their ship a better place to live. Everybody contributed money to buy a big color television and a stereo system, piping music to every bunk — a luxury unheard of aboard Navy ships of the early '60s.

"I go by the old adage in the Navy, you worked the hell out of your men,



Williams actively represents the Navy in the community. Here he presents a flag to an Eagle Scout.

and you gave 'em hell, but you took up for 'em," said Williams. "You took care of your men, to the best of your ability. I think what you have to do — and the bosun helped me with that in my younger days — is that you have to create enthusiasm. And you know you can't teach enthusiasm, you have to catch it."

On *Chukawan*, Williams made BM1. He later was assigned to USS *Amphion* (AR 13) and then in 1966 served on USS *Alcor* (AK 259) for three months. This last duty, however, was interrupted by orders to Vietnam.

Williams didn't have to go to Vietnam. He had 19 years in the Navy and his request for transfer to the Fleet Reserve was already approved. His wife Elaine and five children were looking forward to his retirement. But Williams wasn't satisfied.

* * *

"I have always wanted the opportunity to show what I could do as an individual," he said, "and I didn't feel that I'd ever had that chance. I grew up in the Navy, really, and I

liked the Navy. But normally, no matter what job you go out and do, no matter how good you do that job, somebody else got your credit. And the way this program [the river patrol] was explained to me, you'd be operating on your own."

Vietnam turned out to be the chance he was looking for. "The first morning we were out, we got blasted to hell and back. It's lucky nobody got killed," Williams said. "There was no other U.S. military at this time in the Delta. The Viet Cong controlled everything."

The Mekong Delta, threaded with small canals dug by the French, had no roads. "They put the Navy in there to stop supplies from crossin' the rivers 'cause they wasn't doin' too good on bombing the Ho Chi Minh Trail," he explained, "so our primary job was to stop the movement of troops, stop the movement of supplies crossin' the Mekong River Delta."

The Viet Cong tried to stop the river boat patrols, but in spite of booby traps set in the waterways,

"I had the sharpest damn knife and the shiniest shoes in the Navy. That's what I believe in, bein' a good sailor."

Veteran's veteran

nets strung across the river and mines floated downstream, "they couldn't break our spirit," Williams said. "Out of the 360 and some odd days I was there, we got some kind of sniper fire 240 times. And a lot of it accelerated into big battles."

It can be hard for people who weren't in Vietnam to understand the horror of that war, but Williams and his men received an early education. "I hadn't been there long when we heard how bad these 'tax collectors' were," he said. "We got all our boys down to a village where the Viet Cong had got mad 'cause [the villagers] were tryin' to aid the Americans. They had cut off about 20 some heads and stuck 'em on bamboo stakes around this village. Now that is gruesome, but it's true."

Williams won't say much about how it felt to be on river patrol in enemy-held territory. Asked about it, he said, "It was normally hot." He hesitated and then added, "I don't think at that time you had much of a feeling. You looked at it as a duty, that you had to be there, that you had to be alert. As soon as we left My Tho, the drums started beatin'. They started tellin' ever'body up and down the river we were comin'. You had to be very alert 'cause they'd always set ambushes for you."

During a patrol wasn't the time to be emotional, but off duty it couldn't be helped. "You'd read a letter from home and you'd get to thinkin', wishin' you was home," Williams said. "But really most of the time we stayed tired. I could just sit in a chair or anywhere and go to sleep."

To do the job Williams did, working long hours day after day, and being responsible for the lives of at least eight other men, took toughness and determination. Williams had those qualities — he was never afraid to stand up for what he thought was right, even when he was sure to lose. "They say if you don't like somethin', leave it. But I say

stick with it and try to beat it," he said. "And I got into a lot of trouble — in fact, I got busted from first class . . . I hit a lieutenant, but he hit me first. And I say I will not take it if a man raps the hell out of me — I'm gonna rap him back . . . But you can't do that in the Navy."

It took Williams four years to get his record cleared, even though the officer confessed he was at fault. "The man went up — I've always respected him — and said, 'I was wrong, I made a mistake. I hit that boatswain's mate first.' But they said, 'That don't matter. He hit an officer.' He got out of the Navy voluntarily, but I still suffered. Now I'm not trying to cry a river, but do you think that's right?"

Even though he felt the Navy had wronged him, he never turned sour. "I had the sharpest damn knife and the shiniest shoes in the Navy," Williams said. "That's what I believe in, bein' a good sailor. When I would walk out to quarters in the morning my shoes would *blister*, they would shine so."

It was this man — with his paradoxical mix of defiance and pride in the Navy — who volunteered to serve in Vietnam on the river boat patrols and was presented the Medal of Honor for "conspicuous gallantry . . . at the risk of his life above and beyond the call of duty."

* * *

It's Oct. 31, 1966, and Williams is boat captain and patrol officer aboard PBR 105, patrolling with another PBR. Suddenly, two enemy sampans fire at the patrol; Williams orders the fire returned. The crew of one sampan is killed and the other flees.

Williams and his patrol pursue, running into heavy small arms fire at close range from enemy forces, well-concealed along the river bank. Maneuvering past, the patrol faces more of the enemy aboard 10 small craft,

supported by heavy fire from the shore.

In a fierce battle, Williams makes himself vulnerable to enemy bullets while directing the patrol's actions. Realizing the overwhelming odds, he pulls his patrol back to wait for armed helos, but discovers an even larger concentration of enemy boats.

He leads his patrol through intense enemy fire. When the helos arrive, he directs the attack on what remains of the enemy force.

It's almost completely dark, so Williams orders the patrol boats' searchlights turned on to press the attack, even though it makes his boats better targets. But in spite of this, and a dwindling supply of ammunition, his patrol confronts the enemy onshore and routs their entire force.

During the three-hour battle, Williams' patrol destroys 65 enemy boats and inflicts heavy casualties on enemy personnel.

Williams will be awarded the Medal of Honor for his heroism that day.

* * *

BM1 Williams returned home and retired in 1967. In 1975, he was honorarily promoted to chief petty officer. He's proud of his service and proud of the Navy, but doesn't want to be the center of attention. He wants other Vietnam veterans to be recognized.

"I think the men that deserve the credit in Vietnam was the youngsters," said Williams, who was an "old man" of 35 when he reported for duty on the river. "They've never got the credit they rightfully deserve. They did such a good job — if you were willing to show them, to lead, to get out front, they didn't ask you why, they done what you told 'em. And they did a good job of it." □

Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.

Bearings

USS *Constellation* fire — a victory for damage control

"There was a fireball and everyone was knocked into the bulkheads," said Hull Maintenance Technician 1st Class Brian Clark. "I remember my OBA face mask was torn off. The passageway turned orange because of the fire in the air. I smelled hair and flesh burning."

As scene leader of the emergency firefighting squad on USS *Constellation* (CV 64), Clark was one of the first men to approach the carrier's No. 1 main machinery room after fire and explosions fed by fuel oil erupted Aug. 2.

After 24 hours of fighting the fire, followed by weeks of cleanup and damage assessment, the men who battled the blaze credited training and readiness with saving their lives.

"Our training was invaluable to us," said LTJG Kevin Sexton. "It saved our lives. It saved our ship."

In addition to general damage control training, which all crew members must complete, the at-sea parties attend a three-day firefighting school at least once every 18 months, with regular one-day team training in between.

On *Constellation*, the first five days of each underway period features daily firefighting drills. Then the schedule shifts to one drill and two general quarters fire drills each week.

"GQ drills can get to be a pain," said Damage Controlman 1st Class David E. Wagner, "but when you have a situation like we did, nobody's bitching [about all the drills]."

The training the men brought to the ship also proved its worth said Wagner. "The recent graduates from

damage controlman school [located at Treasure Island, Calif.] were outstanding," he said. "We had some who'd only been on board for three months."

The damage controlman rating was merged into the hull maintenance technician rating for 17 years. In October 1987, however, DC was restored as a separate rating. The school at Treasure Island has been training sailors in damage control for over 40 years. See Oct. '87 *All Hands*.

LT Jim Mersereau, repair locker 4 officer, praised the ship's R Division for its maintenance of firefighting gear. "When we needed DC equipment, it all worked," he said.

Mersereau said leadership and organization were the keys to controlling the fire. "We had highly trained personnel," he said, "who knew the ship and knew firefighting techniques."

LT Harrison Wells, repair locker 5 officer, stressed the importance of thorough training in a life-threatening fire. "When you're so scared that you don't have time to think," he said, "training becomes important to overcome fear."

"Of all the navies in the world, the U.S. Navy does damage control best," said Mersereau. "I think we proved that by putting out this fire without any major injuries." Twenty men were flown to Balboa Hospital in San Diego for treatment of burns, smoke inhalation and minor injuries.

Mersereau closed with a piece of advice for all sailors. "Never take damage control for granted," he said, "because it will save your life." ■

—Story by JO1 David Masci, NIRA Det. 5, San Diego.



U.S. Navy photo

Damage control training saved *Constellation* and its crew.

Bearings

Navy man wins DoD conservation award

Senior Chief Electronics Technician Michael Clemensen was recently awarded the Department of Defense's Natural Resources Conservation Award for his work while stationed at Naval Air Engineering Center, Lakehurst, N.J.

The annual award recognizes exceptional natural resources management by DoD employees. Clemensen,

assigned to USS *Connole* (FF 1056), devoted extraordinary off-duty time to conservation work.

Clemensen's projects at NAEC Lakehurst included cleanup of litter, coordinating the construction of a new conservation club and many conservation education projects.

The base award went to Goldwater Air Force Range in Arizona for

outstanding programs aimed at keeping base residents and their neighbors in touch with the natural beauty of the base and the history of the area. Goldwater is the largest range in the United States dedicated to training Air Force pilots.

Both awards were presented to the winners by Secretary of Defense Frank Carlucci at the Pentagon. ■

Mobilization exercise tests readiness of fleet hospital

"Keep the stretcher level! Watch those feet! Where's the leader here?"

As coaches barked instructions, the men and women of Fleet Hospital 14, based at Naval Air Station, Jacksonville, Fla., learned the tricks of transporting a litter in the field.

Officers, mess specialists and other non-medical ratings labored beside corpsmen in two- and four-person teams to master a specially designed litter-carry obstacle course. "Injured" shipmates were strapped to a litter and carried up a steep hill, through a sandy gully and over shoulder-high obstacles. Litter bearers even crawled on their stomachs under "barbed wire" (red engineer's tape), dodging real cactus to safely deliver their human cargo.

It was all part of *Bold Healer*, the largest mobilization exercise of its kind ever held in this country, according to officials of Naval Reserve Readiness Command, Region Eight, who planned and executed the training with the support of the U.S. Army.

More than 1,000 reservists from 14 detachments in three states and Puerto Rico that make up Fleet Hospital 14, converged during the first weekend in May on Camp Blanding,

an Army post approximately 30 miles southwest of Jacksonville, Fla.

Bold Healer was the first large-scale mobilization exercise ever conducted by Region Eight among its fleet hospital personnel, and it was the first time everyone in this 500-bed hospital unit had worked together since its formation last October.

Fleet hospitals of 250 or 500 beds are deployed with the Marines and established behind combat lines. Pharmacies, operating suites and other necessities for this small "city" are set up in containers measuring eight-foot by eight-foot by 20-foot, and transported by train, ship or plane to the hospital site.

"We're not a 'M.A.S.H.,'" said LCDR Eric Smith, referring to the popular TV series. "A fleet hospital can be moved, but it's not mobile. We get few 'walk-ins.' Most of our casualties would be evacuated here from other facilities, such as battalion aid. We offer a continuum of care larger than a M.A.S.H., with orthopedic and other types of surgery that would be necessary in wartime or a national emergency."

"This exercise proves the credibility of the reserves," said CAPT Rob-

ert M. Duplis, the unit's commanding officer. "We used the recall bill to make sure we could get the people here, and they responded. We had hoped for 950 people, but more than 1,000 came, many on just 24 hours' notice."

Hospital Corpsman 1st Class Tim Osborne, of the 4th Medical Battalion, Co. B, Orlando, Fla., was among them.

"We got a phone call Thursday night telling us to be ready at 4:30 p.m. Friday," Osborne said. "We carpooled and arrived here about 8 p.m. Friday. By midnight we were set up and treating people at battalion aid."

There were many difficulties, but morale remained high throughout the exercise.

"I would do this again," said Mess Management Specialist 3rd Class Charles Thomas of Detachment A, Atlanta. "This experience qualifies us to be in this unit. The leadership training we are getting this weekend will enable us to take charge in any emergency." ■

— Story by JO2 Barbara Shupe, a reservist assigned to the Public Affairs Center, Norfolk.

Submariner whistles his way to the top

To relax, some people shop or take in a movie. Fire Control Technician 1st Class Sean Lomax spends his off-duty time a little bit differently. Lomax whistles — very, very well.

In fact, Lomax whistles so well that he recently placed second in the classical category of the International Whistle-Off Championships held in Carson City, Nev. Lomax, stationed aboard USS *Buffalo* (SSN 715) in Pearl Harbor, garnered the second-place spot by whistling an excerpt of Beethoven's Fifth Symphony.

The crowd liked Lomax's performance so much that they booed and jeered the category's winner, Hugo Conti. Conti, who's been performing in competition for several years, agreed with the audience and handed

over his first-place trophy to Lomax.

Lomax has been whistling "professionally" for several years now and is no stranger to the Whistle-Off



Photo by JO3 Cheryl Moore

Championships. In 1986, Lomax finished second, third and fourth in three different categories. He finished second in the classical division when he whistled the conclusion to Bach's "Choral Fantasy." In the pop-

ular contemporary division, Lomax placed third with his rendition of "Easy Winners" from the movie, "The Entertainer."

The final category Lomax entered was the duet category. He and Conti whistled a harmonic version of "House of the Rising Sun," which got them fourth-place honors.

When Lomax returned from this year's championships, a message was on his answering machine at home asking him to call the Johnny Carson Show. Lomax obliged and since has puckered on national television for the "king of late-night TV." But for Lomax, it was just another whistle-stop. ■

— Story by JO3 Cheryl Moore, Naval Submarine Base, Pearl Harbor.

Destroyer sailors aid Korean orphans

Eight crew members of USS *Lynde McCormick* (DDG 8) recently shared smiles and friendship with a group of orphans in Pusan, South Korea.

The volunteers from the San Diego-based guided-missile destroyer took part in the U.S. Navy's *Project Handclasp* program by painting several school buildings at the New Life Christian Orphanage in the port city of Pusan.

Lynde McCormick sailors were joined by several of the orphanage's teachers and the director of the orphanage, Hi Rang Park, who all worked right alongside the sailors.

The highlight of the day, for both the sailors and orphans came when the boxes of donated toys were opened and given out. Everyone then participated in tossing frisbees, thumping volleyballs and enjoying other playthings.

A special friendship evolved when Gunner's Mate (Missiles) 3rd Class Paul Holloway presented the youngest orphan with an American doll —



U.S. Navy photo

a likeness of popular screen star, Pee Wee Herman. The doll became an instant celebrity with the children, who crowded around Holloway as he showed them how to pull the doll's string to make it speak.

"The project was a great opportunity for the crew members to experience an inside perspective into the Korean way of life," LTJG Michael Kovack said. "Additionally, the success of the relations achieved between the crew members and the people of Pusan was outstanding. We managed to work around the communication problems and made a lot of friends."

The project was one of many completed by *McCormick* during its deployment to the Western Pacific. ■

— Story by JO3(SW) Michael Pluta, USS *Lynde McCormick* (DDG 8).

Mail Buoy

Suggestions for safety

I would like to commend *All Hands* magazine for its Persian Gulf coverage in the March 1988 issue. However, some of the photographs show ineffective and potentially unsafe situations that can be easily corrected. The following comments are from a Naval architect at a Navy shipyard (representing his personal opinions, *not* necessarily those of the Navy or NavSea). It is *not* intended to disparage the people of the fleet who do so well in accommodating the special situation in the Persian Gulf.

First, the use of "sandbags" as ballistic protection around gun mounts aboard ship is ill-advised. To get the same protection as thin pieces of steel plate, one needs 14 to 20 times the thickness of sandbags. These sandbags are heavy and, when high up in the ship, represent "high" weight that can adversely affect ship stability when damaged or in heavy weather. Use of "spare" steel or aluminum plate welded or bolted into place is better. Your nearest tender or repair ship can help.

The second problem is that some ready service ammo is being exposed to direct sunlight. Quickly installed gun mounts often lack the proper ready-service ammo lockers, but ammo exposed to direct sunlight (especially in such a hot area) can experience higher chamber pressures and other ballistic irregularities. Set the ammo boxes on supports above the deck so that air can circulate underneath. Put a tarp or piece of canvas over the ammo boxes to act as a sun shield. If it is very hot, one can run some water over the sun shield (though *not* on the ammo) in order to get some evaporative cooling. Keep the minimum amount of ammo exposed to the elements while keeping most of it back in a properly cooled magazine.

How can the crews of ships get the info needed to add machine guns and other equipment needed for operations such as those in the Persian Gulf when such information is not normally in use? Try your type commander or local supervisor of shipbuilding. Navy yards (especially the planning yard for your specific class of ship) as well as NavSea also can provide assistance. Given today's funding levels, one may not get actual hardware, but you can at least get useful informa-

tion and ideas that, when combined with the ingenuity exhibited by the crews of Navy ships, will serve you well.

Meanwhile, keep up the good work at *All Hands* and in the fleet. You have the sincere gratitude and wholehearted support of your friends back home.

—Gordon J. Douglas Jr.
Fullerton, Calif.

Unsafe ring

In your June 1988 issue of *All Hands*, on Page 37, you show a photo of Aviation Electronics Technician 3rd Class Sara Branch working on a P-3 tactical coordinator keyset. If you take a close look, she is wearing a ring on her left hand, which is very unsafe! I thought I would bring this to your attention, because safety is an "all hands" effort.

—AX2 Robert Romigh
VP 8
NAS Brunswick, Maine

Making it work

I just finished reading your *All Hands* article in the August issue about single parents in the Navy. I found the article very interesting, due to the fact that I just became a single parent myself.

In May, I gave birth to a boy whose name is Brandon. I find that being a single parent is a big job, especially since I'm an E-4. I feel that the Navy is very supportive to the single parent.

It's not an easy job, but there are many avenues to go to for help. I never realized before how helpful the Family Service Center or Navy Relief can be in a crunch.

I enjoy my job and I enjoy my Naval career. I feel that being a single parent can be very trying at times. It seems like there is never enough time to do everything. I've learned to make the time, although sometimes it would be nice if the days were longer!

I would just like to say to all single parents that I know it's hard. But I guess we are kind of special and have a tough job to do. But it can work.

—RM3 Peggy Summers
ComSubGru 9
Bangor, Wash.

First fireplace

Concerning your article on Page 38 of the July 1988 *All Hands*, "Bagley chiefs add touch of warmth to CPO mess." If you will check, USS *L.Y. Spear* (AS 36) had the first "First Class Mess" to have a fireplace on board a Naval ship. If I recall, this was installed in 1978 or 1979.

—YN1 J. A. Jackson
Naval Special Warfare Unit Four
Miami, Fla.

Reunions

- **USS Newman K. Perry (DD 883)** — Seeking former crew members. Contact Clifton Wentworth, 7 Paradise Rd., Ipswich, Mass. 01938.

- **Patrol 50 (Sensor Three Sweathogs)** — 1974-78 period crew members interested in a reunion. Contact AWI Fletcher or AWC Preiss, ResASWTrac, NAS Willow Grove, Pa. 19090; telephone (215) 443-6502.

- **USS Saratoga 10th Division Electricians (Sept. 1941- Sept. 1945)** — Seeking former crew members. Contact A. Herriek, 31083 Hoover Road, Warren, Mich. 48093.

- **USS Charles S. Sperry (DD 697) - Korean War Era crew/1949-1954.** — Reunion scheduled March 30-April 2, 1989, in Norfolk. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503; telephone (804) 587-1840.

- **Navy Sealab Project** — Proposed reunion February 1989 in Panama City, Fla. Contact Bob Barth, 419 Bayshore Drive, Panama City Beach, Fla. 32407; telephone (904) 234-8264.

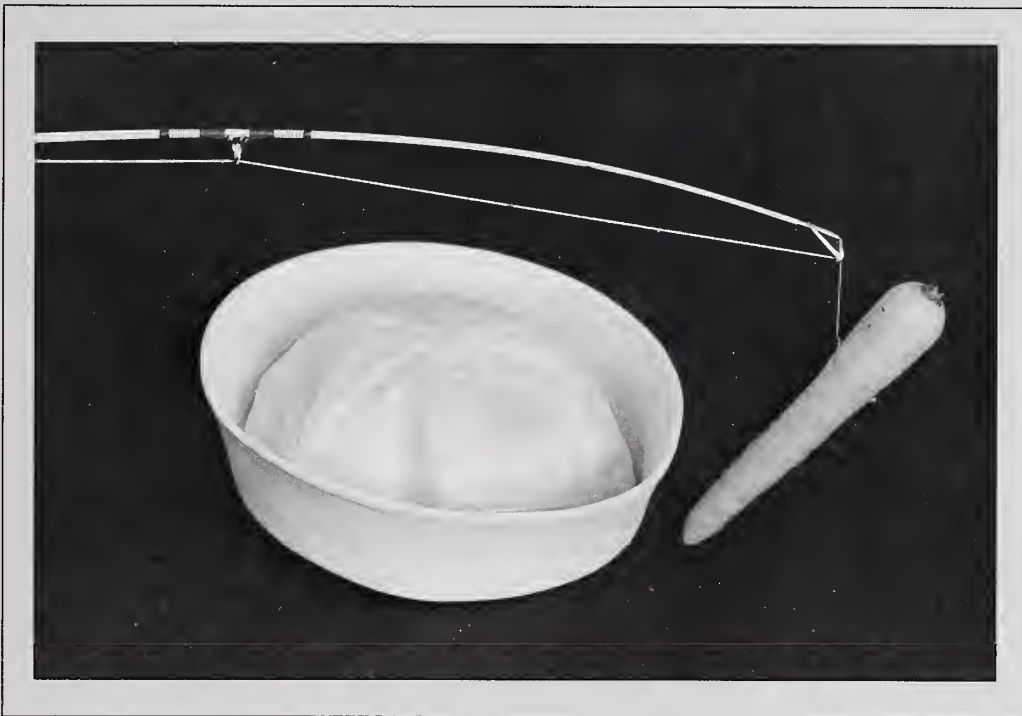
- **VS-24 at Dutch Harbor 1943-1944** — Proposed squadron reunion February 1989 in Pensacola, Fla. Contact C. Fred Joseph, 19904 Clutter Road, Utica, Ohio 43080.

- **USS Lyman K. Swenson (DD 729)** — Seeking former shipmates. Contact Bob Davis, 9451 Hyannis Port Drive, Huntington Beach, Calif. 92646; telephone (714) 968-2650.

- **USS Machias (PF 53)** — Seeking former crew members for proposed reunion. Contact John R. Jones, 806 Helene Street, Wantach, N.Y. 11793; telephone (516) 731-0442.

11

Navy Rights & Benefits



Reenlistment Incentives

Reenlistment Incentives

Why does a person reenlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stay with a particular company for a career. You'd probably find that their reasons are essentially the same as the reasons of those who choose the Navy.

Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in line with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education and subsequently a better job, through the organization.

Then there are other considerations: job security, paid vacation, travel, family protection plans, retirement and many other factors that enter into a person's decision and create yet another very important ingredient — loyalty.

In most cases, a person chooses a career on the basis of a combination of these factors.

So it is in the Navy. A decision to reenlist is a personal choice.

The following information reviews the long-term incentives for making the Navy a career. Special emphasis is given to reenlistment incentives.

Guaranteed assignment

Puerto Rico, Spain, the Bahamas, the Far East — reenlistment can be your ticket to an exotic duty station.

The Navy can guarantee you an assignment of your choice as a reenlistment incentive under the guaranteed assignment retention detailing program. A nice feature of this program is that you can have your orders in your left hand before you raise your right hand to reenlist.

The GUARD III program offers you two guaranteed assignments,

the first of which must be used at your first reenlistment. The second can be used at any reenlistment point before your 25th year of service.

The Navy defines a guaranteed assignment as either a specific ship type or home port for sea duty or a specific geographical area for shore duty.

To be eligible for GUARD III you must:

- Be an E-4 through E-9 with less than 25 years active service, or a designated E-3 who has passed an E-4 exam and is currently eligible for advancement;
- Be within six months of expiration of active obligated service, as extended, except as noted below;
- Be willing to reenlist for four or more years;
- Have no courts-martial or civil convictions within 18 months of EAOS, as extended;
- Not be in receipt of permanent change of station orders, being processed for transfer to Fleet Reserve, or have an effective FltRes date;
- Have a consistent record of above average performance; and
- Be recommended for reenlistment.

All assignments must have valid requirements and must be in accordance with the priorities established by the manning control authorities. Assignments are intended to be made for transfer when EAOS and projected rotation date coincide prior to an extension becoming operative. Personnel reenlisting for a GUARD III incentive prior to a signed extension becoming operative, or prior to established PRD,

must have completed two years at their present command or a DoD area tour.

Selective training and reenlistment

Education and advancement in your present rating may be more important to you than a guaranteed duty assignment. If this is your choice, you can hitch up to a STAR, the Navy selective training and reenlistment program. For a six-year reenlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (different schools training students for a specific skill);
- Automatic advancement to petty officer 2nd class upon completion of a class "C" school, or "C" school package, listed on the career school listing, if otherwise eligible.
- Selective reenlistment bonus if eligible.

To qualify for STAR you must:

- Be in a critical NEC or any rating in career reenlistment objective groups A, B, C or D;
- Be a first-term PO2, PO3 or designated striker;
- Have at least 21 months but not more than six years' continuous active Naval service and not more than eight years' active service.

- Meet the minimum test score requirements for the class "A" school;

- Be recommended by your commanding officer for career designation and meet considerably higher than minimum standards for reenlistment;

Reenlistment Incentives

- Have no record of conviction by courts-martial or non-judicial punishment during the 18 months preceding date of application; and

- Not have derived any benefits from the SCORE program and have completed obligated service for other programs.

OpNavInst 1160.5B prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active Naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for STAR reenlistment incentives.

Selective conversion and reenlistment

Occasionally Navy people feel "stuck" in their jobs — positions that may not be in line with their interests. The Navy wants its people to serve in the rating in which they have an interest and aptitude. To achieve this, the Navy has tailored the selective conversion and reenlistment program for Navy people wishing to change fields offering them greater career potential.

A six-year obligation under the SCORE program offers these incentives to members reenlisting for conversion to critically undermanned rates:

- Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill;

- Possible advancement to PO2 upon completion of the "C" school or "C" school package, if these appear on the current career school list;

- Guaranteed assignment to an appropriate class "C" school or "C" school package, if available; and

- SRB, if otherwise eligible.

To qualify for the SCORE program you must:

- Be in any rating in CREO groups B, C, D or E;

- Be a PO1, PO2, PO3 or identified striker;

- Meet minimum test scores for entry into appropriate class "A" school;

- Be within 12 months of EAOS, as extended;

- Have at least 21 months continuous active Naval service, but not more than 15 years total Naval service;

- Have demonstrated a potential for rate conversion, show sustained superior performance and be recommended by your commanding officer;

- Have no more than one non-judicial punishment for the 18 months preceding date of application or any record of convictions within 48 months preceding date of application; and

- Obtain prior approval of Commander Naval Military Personnel Command.

OpNavInst 1160.5B prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active Naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for SCORE reenlistment incentives.

Assignment to school as a reenlistment incentive

Have you found that you don't qualify for any of the programs listed above because of paygrade, time in service, evaluations, etc.? Well, don't give up. Assignment to school may be just the program for you. If you are recommended for reenlistment, you are basically eligible for this program. The purpose of the pro-

gram is to provide an incentive for reenlistments of four or more years by guaranteeing, under certain conditions, assignments to a specific school.

To qualify for this program you must:

- Meet the entrance requirements of the desired school;

- Be able to utilize the skill immediately;

- Be able to utilize the new skill in conjunction with skills already obtained;

- Be in the paygrade for which utilization of the desired skill is intended;

- Have a consistent record of average or better performance; and

- Be within 12 months of EAOS.

Requests should be submitted four to six months before the desired reenlistment date. Assignments to school will normally occur at member's PRD. However, school assignments on a temporary additional duty under instruction basis, as approved by appropriate type commander when feasible, may occur at any time within the member's activity tour that is agreeable to the member's commanding officer.

Selective reenlistment bonus

Members serving in certain critical ratings or NECs may be entitled to an SRB for reenlisting or extending their enlistments for a minimum of three years. SRBs can be as much as \$20,000 (\$30,000 for designated skills). SRBs are used to increase the number of reenlistments in ratings and NECs having insufficient retention. SRB award levels are reviewed at least every six months and may be increased or reduced. There will be some ratings/NECs eliminated and new ones added at each review. Changes to the list of SRB-eligible ratings/NECs and respective award

Reenlistment Incentives

levels are announced by NavOp message which is normally released 30 days prior to the effective date of the change.

To be eligible for SRB you must:

- Have completed at least 21 continuous months (excluding AcDuTra) but not more than 14 years of active Naval service;
- Be eligible to reenlist or extend for three or more years in the regular Navy;
- Be a petty officer or E-3 designated striker;
- Be qualified for, and serving in SRB rating/NEC or be approved for conversion to an SRB-eligible rating/NEC; and
- Receive authorization from NMPC before reenlisting or extending for SRB.

There are three SRB zones: A, B, and C. You may receive only one Zone A, one Zone B and one Zone C bonus during a career. The zone that an eligible member is entitled to is determined by total active service and is described below.

Zone A: You must have completed at least 21 continuous months (excluding AcDuTra) but not more than six years (including AcDuTra plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least six years of total active service.

Zone B: You must have completed at least six years but not more than 10 years (including AcDuTra plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 10 years of total active service.

Zone C: You must have completed at least 10 years but not more than 14 years (including AcDuTra plus all

prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 14 years of total active service.

SRB computation. The SRB is computed as follows: Base pay x Additional obligated service (in months) divided by 12 x Award level = Total SRB amount.

SRBs may not be paid for any service remaining on the current enlistment (for members reenlisting early), or for the period of all canceled non-operative agreement(s) to extend enlistment (USN) or agreement(s) to remain on active duty (USNR) — except in two cases:

1) Extensions for nuclear-trained and nuclear-qualified personnel who cancel the extension before it becomes operative and immediately reenlist for at least two years beyond the extension agreement;

2) Inoperative extensions executed to meet continuous submarine pay eligibility requirements (provided no bonus was paid for the extended service).

When computing the active obligated service remaining on the current enlistment for which SRB cannot be paid, a fraction of a month will be rounded up to the next whole month. For example, when a member is discharged five months and one day prior to EAOS to reenlist early, the period for which SRB is paid will be reduced by six months. However, if the member is discharged no more than three days prior to EAOS (as extended) they will be considered to have completed the enlistment for the purpose of determining additional obligated service.

Obligated service in excess of 16 years total active military service may not be used to compute the SRB.

For SRB purposes, a member who

reenlists more than 24 hours after discharge or release from active duty will be considered a Navy veteran with broken service. The 24-hour period begins on the date following the date of discharge or separation. This means a member who goes to a recruiter and reenlists will only be eligible for a broken service SRB and will receive a maximum of 75 percent of the SRB they could have received had they elected immediate reenlistment instead of accepting a discharge or release from active duty.

Career information

All of the programs covered here deal with specific reenlistment incentives. The Navy also offers a variety of career alternatives that do not require you to ship over. Your retention team is the primary source for accurate, up-to-date information about career policies and programs. Team members can provide, not only career information, but facts about education programs and veterans benefits as well.

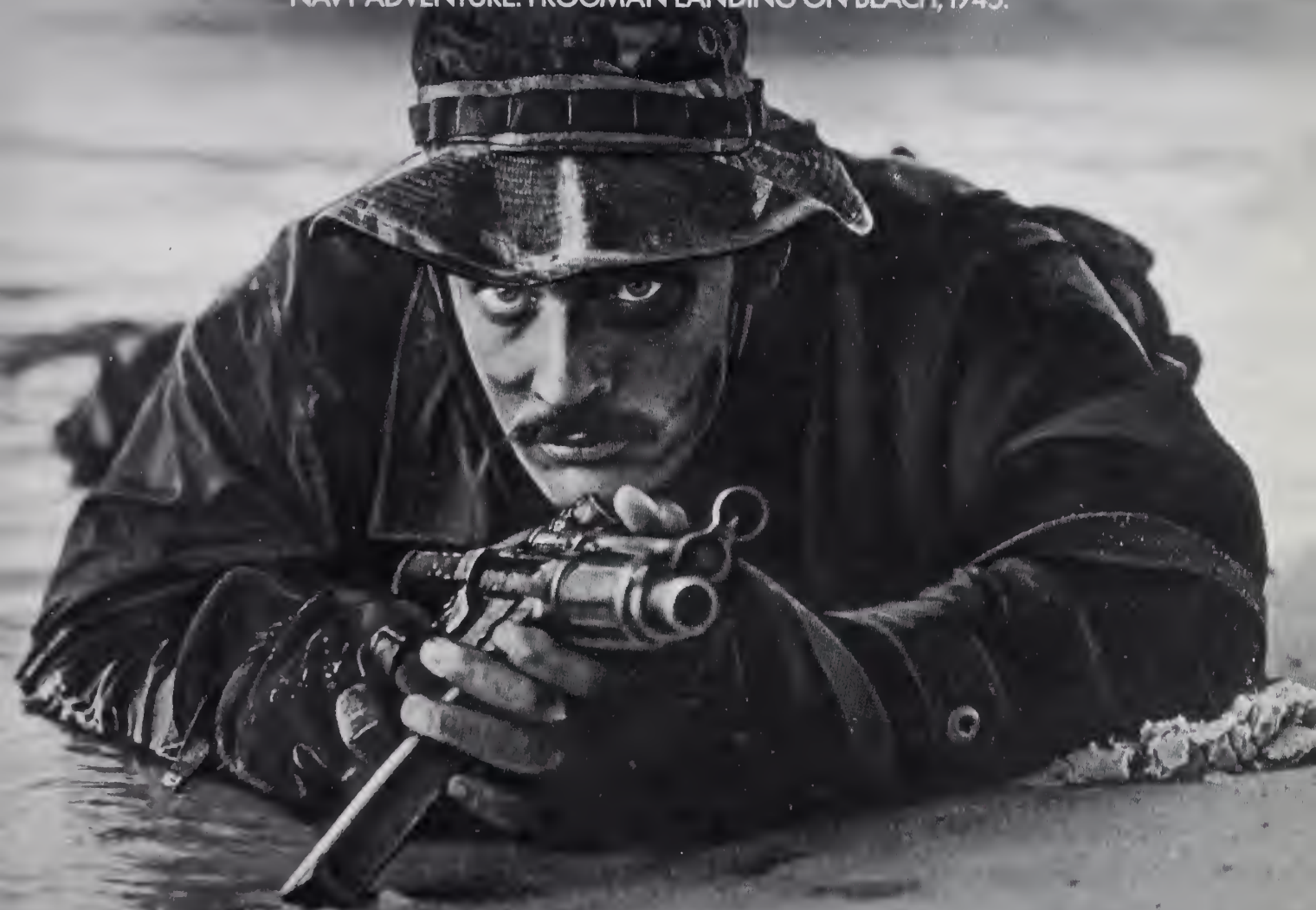
Talk about your future plans — whatever they may be — with members of your retention team. They can provide valuable advice and inform you of alternatives you may not have considered. If you decide to reenlist, your command career counselor will make the arrangements. But whatever you decide, the choice is yours.

Reminder

A limited number of additional copies of this article and of each All Hands issue containing "Navy Rights & Benefits" are available from: Public Affairs Office, Naval Military Personnel Command (NMPC-05), Department of the Navy, Washington, D.C. 20370-5005. □



NAVY ADVENTURE: FROGMAN LANDING ON BEACH, 1945.



ADVANCE YOUR CAREER
IN TODAY'S NAVY.

**MOVE UP. NOT OUT.
STAY NAVY.**

TALK TO YOUR COMMAND RETENTION TEAM.



Remembering veterans • Page 26

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